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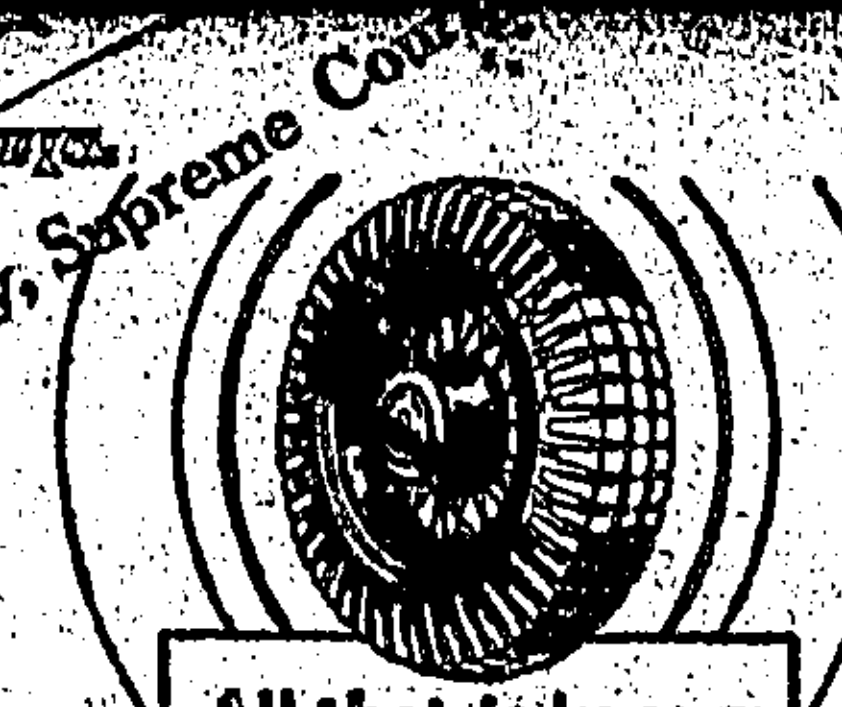
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ENGLAND IN STRONG POSITION TO WIN THIRD CRICKET TEST

JARDINE WEARS OUT BOWLERS

Few Thrills In Early Play To-day.

AUSTRALIA FACE BIG SCORE AND WEARING WICKET.

Adelaide, To-day. The wicket is wearing already and England now hold a lead of 249 runs with seven wickets in hand. That was the position at the luncheon interval to-day in the third Test match.

There was a crowd of only 12,000 present when Jardine (24) and Wyatt (47) resumed the English innings at 85 for 1 this morning to good length bowling of Wall and O'Reilly.

The English pair added only six runs before Wyatt cocked up a ball from O'Reilly, and was smartly taken by Wall at short leg. It was a doubtful-looking catch, but the umpires were agreed that it was not a bump ball. 91-2-49.

In compiling 49, Wyatt was at the crease for 133 minutes, during which time he hit four boundaries. He added Jardine to add 84 runs for the second wicket.

With Jardine and Allen together the 100 went up after 165 minutes' play. The England Captain was seen in his most dour mood, scoring only 3 runs in 45 minutes.

The pair added 32 runs before Allen stepped in front of a straight one from Grimmett, 123-3-15. He batted for 52 minutes and hit two boundaries in a restrained innings.

Hammond then joined Jardine and the pair remained together until lunch, which was taken with the score at 130 for 3, Jardine being 46 and Hammond 1.

Oldfield, who was struck on the head by Larwood and forced to retire hurt in the Australian first innings, has greatly improved, and there is every possibility that he will be able to bat in Australia's second innings.

Jardine reached his 50 after lunch with a straight drive to the rails off Wall. He had batted for 249 minutes, and had hit one boundary. In the next over, however, he artistically straight drove O'Reilly to send up 153 after 250 minutes' batting.

Jardine was out two balls later when he received a ball from Ironmonger that came straight through to hit him on the pads. 154-4-56. He batted with monumental patience for 254 minutes and hit only two boundaries in his 56.

Leyland's arrival infused the first spark of life in the English batting. His first three scoring strokes were boundaries off Grimmett. Hammond, however, was very restrained. The pair were together at tea with the score at 208 for 4, Hammond being 87, and Leyland 22.

Scores:

Australia.	
First Innings	222
England.	
First Innings	341
Second Innings	7
Sutcliffe, c O'Brien, b Wall	7
D. R. Jardine, lb.w. b	56
R. E. S. Wyatt, c Wall, b	49
O'Reilly	15
C. O. Allen, lb.w. b Grimmett	87
Hammond, not out	22
Leyland, not out	17
Extras	17
Total (for 4 wts.)	208
Fall of the wickets: 1 for 7; 2 for 91; 3 for 123; 4 for 154.	

MR. VENIZELOS HEADS NEW GREEK CABINET.

Government Formed To Replace Tsaldaris Ministry.

Athens, To-day. The new Cabinet has been formed with Mr. Venizelos as Prime Minister. Other members are Mr. Michail Acopoulos, Foreign Minister; Mr. Kafandaris, Finance Minister; and Mr. Catechakis, Minister of War. The new Cabinet succeeds the Tsaldaris Ministry, which was defeated on January 13.—Reuter.

VATICAN PROTEST TO BULGARIA

Orthodox Christening Of Royal Baby.

QUEEN JOANNA IS ROMAN CATHOLIC.

Sofia, To-day.

The christening of the royal baby yesterday morning according to the rites of the Orthodox Greek Church, although Queen Joanna is a Roman Catholic, has called forth a protest from the Vatican.

The Apostolic Delegate has protested to King Boris against an alleged breach of contract signed at the time of the wedding, that all children should be brought up as Catholics. The Apostolic Delegate has also protested to the Premier, who replied that the baptism was carried out in accordance with a decision of the head of the state and in conformity with the constitution.

The baptism was shrouded in secrecy, only the Premier and two others knowing of the event beforehand.

In Rome, the view at the Vatican is that, if Queen Joanna, who, it is thought, may have been unaware of the christening, does not dissociate herself with the baptism when she recovers, and promises to bring up the child as a Catholic, she will never be received by the Pope.—Reuter.

STEEPLECHASE FATALITY.

Death Of Capt. Sassoon.

London, To-day. Captain R. E. Sassoon, the well-known amateur rider and millionaire sportsman died in London yesterday from the effects of injuries received at Lingfield Park Races on January 11, when his mount Clear Note fell at the second fence in the Weald Handicap Steeplechase.—Reuter.

LIQUIDATION OF BIG CHILEAN COMBINE.

Santiago de Chile, To-day.

The Chamber has approved the Government liquidation of the Cosach Nitrates Combine. The Finance Minister said that services bonds issued by the Combine would be guaranteed, and he assured the chamber that the work of nitrates would be free.

They were assured of Government support. The decree for the liquidation of the Combine, which was one of the wealthiest South American businesses and a power in Chilean trade, was signed on January 8.—Reuter.

UNITED STATES PESSIMISTIC GENEVA'S ENDEAVOURS TERMED FUTILE

WASHINGTON REITERATES POLICY OF NON-INTERVENTION

42 VOLUNTEERS KILLED NEAR TATUNGCHEN.

Washington, To-day. According to reports from Washington, the State Department has denied the report that President Hoover has instructed Mr. Andrew Mellon, American Ambassador to London, to inform the British Government that it is the opinion of the United States that the League conciliation policy in the Sino-Japanese dispute has failed, and that the League should proceed to act in accordance with the League Covenant.



President Hoover, who is directing American policy on the Far East.

The State Department admitted, however, that it regarded the League's conciliation futile.

The State Department does not intend to intervene in what it considers is a League problem, and reiterates that it regards a non-intervention policy as most important on the eve of the League's re-consideration of the problem.—Reuter.

Washington Pessimistic

Washington, To-day. Administration quarters hold little hope of an early settlement of the Sino-Japanese difficulties and believe that a solid front to halt the hostilities will not be obtained at Geneva.—Reuter.

U.S. Deny Supply Of Munitions.

Washington, To-day. Secretary of State Stimson has repeated the denial already issued from the U. S. Embassy at Tokyo that the United States has an understanding with China to supply the latter with money and munitions.—Reuter.

Snowstorm In Nanking

Many Deaths From Exposure.

Nanking, To-day. For almost a week Nanking has been in the grip of a blinding snowstorm and the capital is now nearly a foot deep in snow. Many deaths from exposure are reported and the prices of vegetables are soaring owing to the difficulty of bringing supplies in from the country.

Efforts are being made to alleviate the distress of the poor.—Reuter.

UNITED STATES PESSIMISTIC GENEVA'S ENDEAVOURS TERMED FUTILE

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THE LULL ON THE BATTLE-FRONTS ON THE MANCHURIAN BORDER, BROUGHT ABOUT BY FREEZING WEATHER, HAS DIVERTED ATTENTION ON THE SINO-JAPANESE DISPUTE TO GENEVA WHERE LEAGUE OFFICIALS ARE MAKING A LAST MINUTE ATTEMPT TO EFFECT A SETTLEMENT OF THE DISPUTE BY PREPARING A CONCILIATION FORMULA. THE JAPANESE REPLY, WHICH IT IS HOPEFUL WILL NOT BE DIRECTLY NEGATIVE, IS EXPECTED TO-MORROW.

The nations outside the League, Soviet Russia and the United States, are remaining aloof from the League discussions and Washington has issued an official statement reiterating a non-intervention policy.

The position at Shanhaikuan remains unchanged, and Chinese leaders are still speculating as to whether Japan intends an immediate invasion of Jehol. Reuter reports from Harbin that 42 Volunteers were killed as a result of an engagement with a Japanese detachment near Tatungchen, 30 miles South-east of Muling, according to Japanese reports, which place the Japanese casualties at only one wounded.

Anti-Japanese Feeling In Berlin.

Berlin, To-day. Communist demonstrators yesterday flung stones at the residence of the Japanese Military Attache, but missed their object and smashed the windows of a neighbouring flat.—Reuter.

Sir Eric Drummond Reports Progress.

Geneva, To-day. There was no startling development as a result of the meeting of the Committee of Nineteen yesterday afternoon which lasted an hour. The time was largely devoted to hearing Sir Eric Drummond's explanation of the steps taken since the last meeting of the Committee.

The Committee of Nineteen will re-meet to-morrow, when it expects to be in possession of the views of the Japanese Government.—Reuter.

Japanese Reply To-morrow.

Geneva, To-day. The Committee of Nineteen, after a brief meeting have decided to wait until Wednesday for the Japanese reply to the draft resolution of the new formula, which apparently is not entirely unacceptable to the Japanese.—Reuter.

Train Service Resumed.

Harbin, To-day. The through passenger and goods services with Vladivostok have been resumed.—Reuter.

Inconclusive Session.

London, To-day. In Geneva the Committee of Nineteen engaged on the Sino-Japanese dispute adjourned until Wednesday after a private session yesterday which is believed to have been inconclusive.—Reuter.

Gen. Ting-Chao Faces Treason Charge.

Harbin, To-day. Escorted by Japanese troops, General Ting Chao, ex-commander of the Chinese Eastern Railway guards, who recently surrendered to the Japanese near the Eastern border of Manchuria, has arrived at Paoching accompanied by his staff and family, according to Japanese reports.—Reuter.

TENSE SITUATION IN FUKIEN.

Nanking, To-day. A severe battle between the Red Armies and Government troops is expected to take place shortly near Kwangchuan and Chienning, two communist strongholds on the Kiangsi-Fukien border. The Red line between the two cities is held by crack troops who are determined to put up a stiff resistance.

It is expected that General Chiang Kai-shek will leave for Nanchang in order to direct operations. Meanwhile both sides are making preparations for the coming clash.—Reuter.



SAMUEL INSULL TO STAY IN GREECE.

Temporary Permission Granted By Police.

Athens, To-day.

The Greek Police have given Mr. Samuel Insull temporary permission to stay in Greece, but later Mr. Insull will probably be required to accept Greek nationality if he desires to remain in that country.

Extradition proceedings against the former Millionaire financier, who was the head of the Insull group of industrial concerns in the United States failed recently.—Reuter.

S. Atlantic Air Flight

Port Natal, Brazil, To-day.

The French giant three-engined aeroplane, "Aren Ciel" arrived here safely at 4.40 p.m. yesterday, from Saint Louis, Senegal, having left there at 4.43 a.m.

The machine left Marseilles at 10.10 a.m. on January 12.—Reuter.

WORLD ECONOMIC CONFERENCE

Abolition Of Shipping Subsidies.

REPARATORY COMMITTEE'S RECOMMENDATIONS.

London, To-day.

At Geneva yesterday, the Economic Section of the Preparatory Committee of the World Economic Conference arrived at a decision concerning industrial agreements.

It was suggested that for certain categories of agreements, cartels, etc., Governments should not intervene, but in the case of others, such as coal, wood, wheat and transport, the Governments' help was necessary in order to reach a solution.

The Committee resolved to recommend the abolition of subsidies being granted by Government to shipping companies.

China's Delegate.

Nanking, To-day.

A high official of the Ministry of Industry intimated yesterday that Dr. K. H. Kung, a former Minister of Industry, is likely to be appointed Chinese delegate to the World Economic Conference. The appointment, it is expected, will be formally gazetted as soon as consent has been obtained from Dr. Kung.

Chinese officials hold the opinion that a lowering of tariff barriers, the War Debt problem and the all-over question comprises the three principal problems confronting the forthcoming Conference.—Reuter.

BRITISH GIRL FLIERS CRASH NEAR NAIROBI

Girl Seen Waving From Wrecked Plane.

RESCUE PARTY LEAVES.

London, To-day.

Aeroplanes left Nairobi yesterday to search for two young English air-women, Misses Joan Page and Audrey Sale-Barker, who were missing after leaving Mombasa for Nairobi on Saturday.

The airwomen, who had flown to the Cape were returning home by easy stages.

The Hop from Mombasa to Nairobi is 180 miles over rough bush thickly inhabited by big game. They set off in stormy weather, following a mail plane, but when owing to the weather, the latter turned back, the girls flew on.

Yesterday afternoon one of the searching pilots reported seeing, about 40 miles from Nairobi, a wrecked machine with one girl standing by waving. Being unable to land he returned to Nairobi and is leading other planes, with a doctor, food, and first aid equipment, to the spot.

Miss Page, who is an experienced pilot, is the daughter of Sir Arthur Page, Chief Justice of Burma. Miss Sale-Barker is a noted skier—British Wireless Service.

FOURTH ROUND OF F.A. CUP

Leeds To Encounter Tranmere R.

WALSALL AWAY FROM HOME.

London, To-day.

Walsall, the conquerors of the Arsenal, will meet either Gateshead or Manchester City in the Fourth Round of the F.A. Cup, which will be played on Saturday week.

Aston Villa, favourites now that the Arsenal and Newcastle United have been eliminated, are required to beat Bradford City before they have the ground advantage against Sunderland. This will probably prove one of the best matches in the round.

Leeds, who vanquished the Cup holders, are visiting Tranmere Rovers and should figure among the last sixteen in the Fifth Round.

The following is the complete draw:

- Barnsley or Luton v. Tottenham.
- Tranmere R. v. Leeds U.
- Bradford C. or Aston Villa v. Sunderland.
- Everton v. Burny or Notis F.
- Watford or Southend v. Derby C.
- Aldershot v. Millwall or Reading.
- Burnley v. Sheffield U.
- Brighton v. Bradford.
- Gateshead or Manchester C. v. Walsall.
- Chester v. Halifax.
- Birmingham v. Blackburn R.
- Derlington v. Wednesday or Chesterfield.
- Bolton v. Grimsby.
- Blackpool v. Huddersfield.
- West Ham v. West Bromwich.
- Middlesbrough v. Stoke C.

—Reuter.



The Woman's Page



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TAKE A DAY WITH YOUR CLOTHES

When To Renovate And
When To Scrap.

NEW HATS ESSENTIAL.

"So many women go on putting off attending to their garments for winter almost till spring modes are on the way. Most of us can make a few purchases, at least for the necessary hat, shoes, and gloves, which greatly assists our appearance and brings us into the line of current fashion; but even if the bulk of our new things must be limited, much can be done in the way of intelligent renovation of the wardrobe. In these days, with continual changing modes, there should be a regular overhauling every six weeks, or at the longest three months," writes the Hon. Mrs. C.D. Forrester in the Daily Telegraph.

Although dress was never so attractive and tempting, a woman can look very nice on a small expenditure, providing she puts quality before quantity. One good tailored suit is essential, and most of us require a rougher one for country wear as well.

The "tailored" way has altered so much that even a good model of a year or so ago requires the coat tightened and the skirt lengthened. Take heed, also, of the waist-line. Both the higher and the longer waist can be equally in the mode if cleverly adjusted to suit the individual. The many novel belts, metal buttons, or ornaments can then change the face of the tailored suit.

The ensemble for all sorts of functions is generally the easiest affair to bring up to date. If of really good cut and the length is right, we probably can adjust the waist-line and add a touch of a new shade like lilac or banana-yellow to a dark brown wool suit.

The knitted-wear range, I consider, should be continually overhauled. The old full, rather clumsy sort of three-piece in knitwear should be scrapped.

Expensive Furs.

Expense comes in when it is a question of fur coats and the new ultra-large collars, and all important fur details; they always present a difficult problem. For only the best furriers should handle good skins, and alterations must be costly.

As lesser furs are cheap to-day, I find many clever women have had a really good cloth or diagonal wool tweed coat lined with a short-haired pelt, and then collared with the remains of their better cashmere, mink, or lamb. Such a garment, being in the hey-day of current fashion, will be found an excellent substitute for the fur coat, and also will look far smarter for cold spring wear later on.

Where evening clothes are concerned we should try to make use of our remnants from better times. For good colours and fabrics are always usable, especially to-day, when all periods in evening dress seem fashionable. Velvet of new makes and surfaces can be added admirably to our plain velvets and satins as a coat or cape. In fact, it is a case of the evening ensemble whether for quiet or smart functions.

The cinema-frock is practically the demi-tollette of Continental fame, and can be constructed out of



CHIFFON SCARVES DISAPPEARING.

Jackets And Capelets
Replace Them.

Clouds of tulle and billowings chiffon scarves, once so flattering and so necessary as a protection against draughts in opera boxes and restaurants, have given place to capelets, ruffs of velvet or ribbon, jackets that are little more than a gesture. Worth's ruff of deep blue velvet loops made to clip on the shoulders is enchanting, and the new matching fans, bags and gloves of velvet are a great addition to the starkly simple evening mode. Other "little things" are Mainbocher's spray of velvet roses fastened to the shoulder of an evening gown and Chanel's wide belt of celluloid.

our last Ascot splendour, crepe de Chine and laces, to which cosiness can be given by the addition of velvet and fur.

Beyond our wool berets and tweed stitched headgear, which can be poised at new angles, it is useless to do up hats. A new model is essential.

Hat modes change every month, and if we can afford very little in the way of new clothes, it is wisdom to concentrate most money on the all-important hat.

MENU SUGGESTIONS FOR TO-MORROW.

TIFFIN.

Green and Red Pepper Rarebit
Pickled Pork Baked Peas Pudding
Buttered Spinach
Marmalade Pancakes

DINNER.

Vegetable Mulligatawny Soup.
Lobster Cutlets
Roast Fillet of Beef
Horse Radish Sauce
Creamed Artichoke
Boiled Pear Dumplings
Custard Sauce

Vegetable Mulligatawny Soup.
Two lb. vegetable marrow, 2 onions, 4 apples, 1 cucumber; peel and slice them. Melt 4 ounces butter in a pan and fry the vegetables. When they are tender, add 2 teaspoonsful (or more) of curry powder; let it simmer gently for 20 minutes. Add sufficient stock to cover the vegetables, and then boil till all is tender enough to pass through a sieve.

Return to pan, add salt, the juice of one lemon, and stock enough to dilute the puree as desired. Heat up and serve.

Green and Red Pepper Rarebit.
Melt 2 tablespoons butter in pan, add 2 tablespoons each of green and red peppers, finely chopped onion and 1/3 cup grated cheese, 1/4 cup cream and 4 eggs, slightly beaten. Cook until well blended, stirring constantly. Serve on hot, buttered toast.

SUN BRONZE IS SMART.

Importance Of Gradual
Exposure.

"BURN" REMEDIES.

It is still smart to be sun-bronzed and in Hong Kong we can maintain this shade all the year round. Sun baths, both real and artificial, are more than a fashion and fad; they have become a medical prescription, and bathing dress manufacturers, promoters of popular "plages" and writers on health subjects combine to encourage the votaries of fashion and fitness to expose themselves indiscriminately to the rays of the sun.

Undeniably, an even healthy tan is becoming to both men and women, whether they are fair or dark, but we are not all the possessors of the kind skin which takes on the delightful warm brown of the authener. English women especially, with their delicate, fine skins, often deficient in natural oils, are apt to burn red or freckle when the effect is far from an enchantment and may have permanently ill effects.

Those who are determined to acquire a natural tan should do so gradually. The sun bath which follows the bath should only last a few minutes the first few days. From an aesthetic point of view, care should be taken to achieve an all over effect as nothing is so ugly as the line of demarcation between the burned and unburned skin. Those who have delicate skins should never expose their face and neck to the full rays of the tropical sun unprotected, there are numerous protective creams and lotions which will save them from the scorch and painful results of sunburn.

Ordinary "wet-whites" should not be used as many of them contain gum arabic to ensure adherence, and are drying, clogging the pores.

Sunproof Lotion.

One famous beauty specialist makes an excellent lotion which is both sun and water proof and is invaluable to bathing enthusiasts. Another has a sunproof cream specially suitable for the fierce sun of the tropics as it counteracts the withering and scorching effects the East too often has on northern women.

When a sunproof cream or lotion is used it is important to remove it thoroughly at night with a cleansing cream and a tonic lotion to stimulate the action of the pores. The application of a nourishing and emollient skin food is advisable after long days spent in the sun and sea air. The best remedy for the evil effects of sunburn is undiluted witch hazel, followed by a lavish application of cold cream.

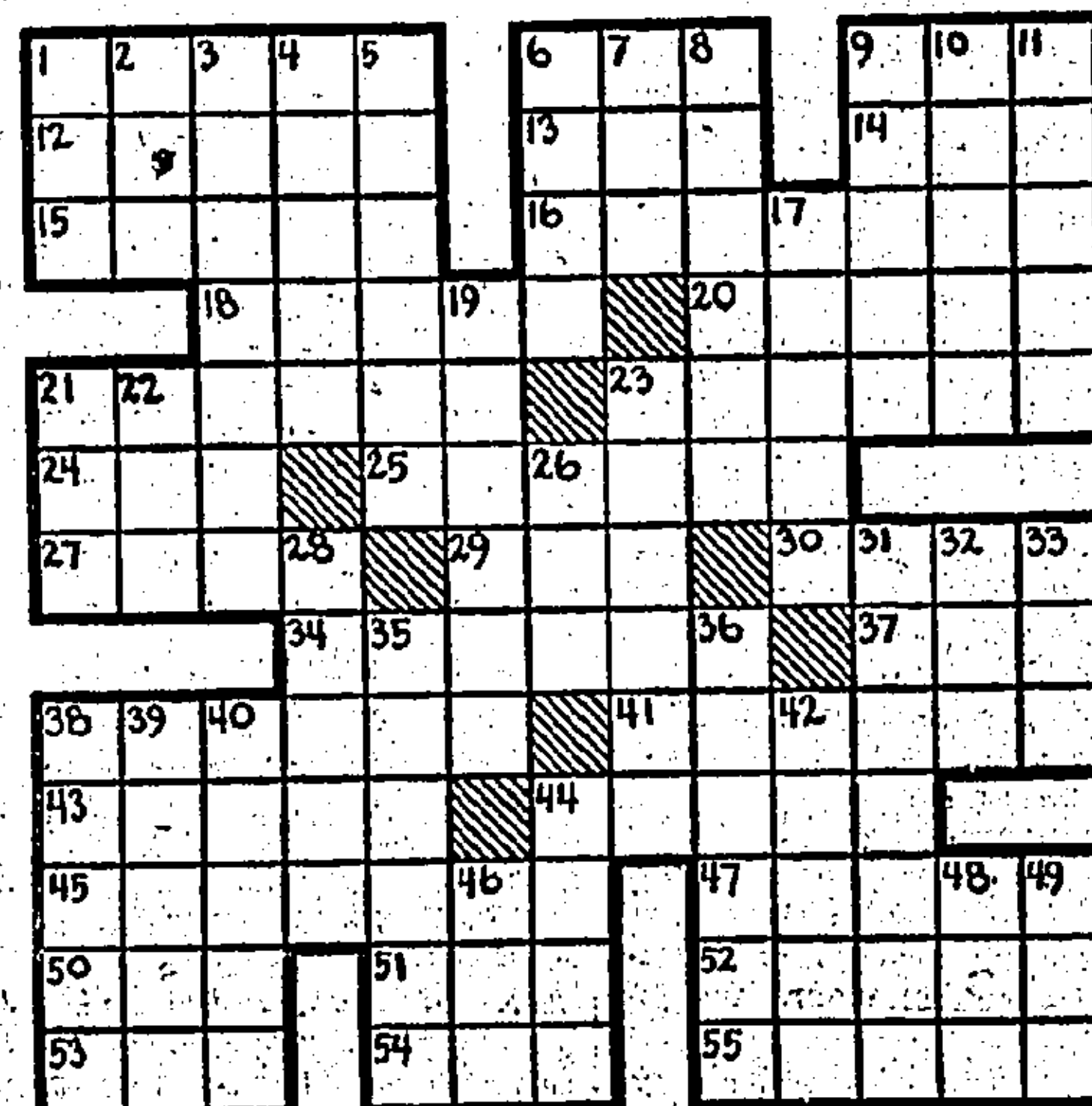
Smartness is not attained by sunburn alone; attention must be paid to other details. The neck and throat are merciless "tell-tales." A scraggy neck with undernourished, wizened skin, or a brace of chins will destroy the whole effect, no matter how carefully "preserved" or intelligently made up. First, as to the texture of the skin; the neck should be carefully cleaned with the same good cleansing cream and lotion tonic as the face, and a nourishing skin food should be massaged into the skin at least once a week. The right movements are gentle and stroking from one side to the other with both hands under the chin, and downwards for the neck itself.

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DAILY CROSS-WORD PUZZLE.

This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spelling, such as harbor, plow, and altho.



- | | | |
|--------------------------------|-----------------------------|-----------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-The underworld | 41-Mixes the dough of bread | 10-Keen |
| 2-Prefix. Under | 42-Income (Fr.) | 11-Carroll (Southern U. S.) |
| 3-Superlative suffix | 43-The natural fats | 17-Erects |
| 12-Active | 44-Fearful | 19-Attempts |
| 13-Epoch | 45-Build | 21-A wiger |
| 14-Précis | 46-Make a mistake | 22-Flash eggs |
| 15-Pertaining to hair | 47-The sheltered side | 23-Short stout things |
| 16-Supplinate | 48-Part of a stairway | 24-More than sufficient |
| 18-Pertaining to Asia | 49-To step, as flax | 25-Christmas saint |
| 20-Earth (Fr.) | 50-Eagle | 31-Closet |
| 21-Short, concise writings | 51-Settee (Var.) | 32-India (abbr.) |
| 23-Grappa | VERTICAL | 33-Foot-like organ |
| 24-Eternity | 1-Chance | 35-Sewing implement |
| 25-Girl's name | 2-Turkish name | 36-Penetrates |
| 27-Golf mounds | 3-Dress material | 38-Command |
| 28-American | 4-Rubout | 39-Perry (Var.) |
| 29-Orthologists' Union (abbr.) | 5-Quarrel | 40-Inactive |
| 30-Clip | 6-Observed | 42-Weird |
| 34-Any person | 7-Vase with a foot | 44-Paradise |
| 35-Point of compass (abbr.) | 8-Strife | 45-Ever (Port.) |
| 38-Thinks | 9-Wide-mouthed pitchers | 46-A letter |
| | | 49-Three (Ital.) |

The solution of the above with a new cross-word puzzle will appear in to-morrow's issue.

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Aviation, Engineering and Building

BRITISH 'PLANES'
SUPREMACY.Machines Supplied
6 Countries.

Norway, Japan, Estonia, Yugoslavia, Denmark, and Greece have ordered the machines from H. G. Hawker Engineering Company, which employs over 1000 workers at its factory at Kingston-on-Thames. The engines are supplied by Rolls-Royce Ltd.

Each of the contracts is for machines similar to those used by the R.A.F. The question of selling manufacturing licences to certain countries is under consideration.

On the eve of the International Aero Show in Paris, it was revealed that no fewer than six foreign Governments have, during the past two years, ordered aeroplanes to the value of hundreds of thousands of pounds from one British firm.

The countries are Norway, Japan, Estonia, Yugoslavia, Denmark and Greece, and the firm is the H. G. Hawker Engineering Company which employs over 1,000 men at its factory at Kingston-on-Thames. Engines for the machines are supplied by Rolls-Royce Ltd.

The "Nimrod," a type closely related to the "Fury," has been acquired by Japan, and this machine claims to be the fastest ship-plane in the world. It is capable of 200 m.p.h. with a heavy load, and is to be used by the Japanese Navy.

On Land and Water

Estonia has ordered "Hart" biplanes, which, like the machines ordered by Japan, have interchangeable land and water undercarriages while Yugoslavia has now fighter machines of the type which won the international race round the Alps at a record speed of 201½ m.p.h.

The Danish coast patrol has been increased by machines of the "Horsley" type, similar to those used by the R.A.F. for some years in the same work. The Danish machines carry a heavier load than the standard model, and their speed rate of climb and practical range is also greater.

Greece has had two "Horsley" machines which are stationed near Athens, one of them being used for special duties involving the transport of Cabinet Ministers and officials.

The "Hart" biplane, which forms the Hawker exhibit at the Paris show, was selected at random from the R.A.F. squadron to which it is attached, and flown to Paris.

Britain's Year Of Air
ProgressEmpire Routes Show
Record Traffic

AFRICA SERVICE IMPROVEMENTS

In many important respects, and in spite of economic conditions, striking progress has been achieved by British air transport during 1932. In four main directions, among many, has development been chiefly marked. These may be indicated briefly as follows:—

1. The opening of traffic of the final stages of the Imperial Airways Cairo-Cape Town air-mail.
2. The appearance of the "Atlantia" monoplane air-liners, designed specially for the conditions which exist along the trans-African airway.
3. A gratifying increase in loads carried by air over both Continental and Empire routes.
4. The establishment, in India and Africa, of "feeder" air-liners connecting with the main routes, thus enabling the air-mail to serve wider territories.

The completion of the final sections of the African air-mail, which took place early in the year, has enabled a weekly service to be operated in each direction between London and Cape Town, a distance of 8,000 miles. The present London-Cape Town time schedule is one of 11 days. This saves 6 days as compared with surface transport. To Kenya, Uganda, Tanganyika, and Rhodesia, the time-savings of the service vary from 8 to 24 days. Accelerations will, it is hoped, soon effect further time-savings between London and Cape Town, an important part being played in such speeding-up plans by the new "Atlantia" aircraft, the construction and flying qualities of which have already evoked general admiration.

The reliability figures for the African route, during a recent period of three months, were 99.63 per cent. for northern sections, and 100 per cent. for the south.

Big Increase.

During the year passenger traffic increases were particularly marked on the London-Paris ser-

vice, on which route the big 4-engined "Hercules"-type air-liners are now in regular operation.

The spaciousness, comfort, and quietness of these machines have rendered them extremely popular with travellers, providing as they do a real form of de-luxe air travel.

During May more than 3,000 passengers flew in British aircraft between London and Paris. This total exceeded very considerably the highest ever attained before. In June the figure reached 4,311, while by July it had reached 4,576, and in August stood at 4,700. All previous figures, in fact, went by the board during the summer season of 1932.

Contributing to this rapid growth is the fact that travel by airway to the Continent is, in many instances, now cheaper than by the fastest de-luxe surface transport.

What recent air passenger figures mean, from the point of view of progress, may be judged when it is recalled that thirteen years ago, during the first phase of the daily service to Paris not more than about 100 travellers a month flew between the two capitals.

Empire Routes

On Empire air routes, as well as on those to the Continent, the year has been one of most encouraging progress. This is illustrated by the fact that, for six months ending in September, and as compared with a similar six months in 1931, passenger traffic on the Indian and African routes showed an increase of more than 50 per cent. High-speed Empire air travel-saving weeks compared with ordinary transport, can now be enjoyed at rates which are very little higher, and which are in certain instances even lower, than those charged for rapid de-luxe travel by sea and land.

A development of great importance, towards the end of 1932, was the establishment along the Indian and African airways of auxiliary (Continued at foot of next column)

ROYAL TECHNICAL
COLLEGE.Glasgow Institution's
Review.

The annual report of the 136th session of the Royal Technical College, Glasgow, which was adopted at the annual meeting of the Governors of the College, on October 18 last, has recently been published. It contains particulars of the work done during the 1931-32 session. In spite of the many difficulties experienced by industry, the class enrolments have not varied greatly during the past few years, those for day classes being 3,578 during the 1931-32 session, as compared with 3,422 during the 1930-31 session, and those for evening classes 5,518 and 5,590, respectively.

The various activities of the Department of Mechanics and Mechanical Engineering, which include commercial testing and post-graduate and staff research, have been well maintained throughout the session under review. The prevailing depression has led to a diminution in the number of the special problems dealt with, but the volume of official testing remains at a high level.

A special machine for the efficiency testing of belt and gear power-transmission arrangements is being erected in the Dynamics Laboratory and should be available for experimental purposes during the coming session. Furthermore, new wire-testing machines have been acquired by the Mining Department.

Preliminary work in connection with the erection of the 5-ft. diameter open-jet type wind tunnel, mentioned in the previous annual report, has been completed and the constructional work on the tunnel proper is to follow. The analytical investigations on load and temperature stresses in plate rings and shells, initiated by Professor Kerr a few years ago, have steadily progressed. New work completed concerns cylindrical walls, variable plates and coned shells.—Engineering.

EMPIRE BUILDING
GROWS Apace.Union Jack Unfurled On
New York Structure.

New York.

Sixteen days after the setting of the first piece of steel, the Union Jack has been unfurled at the top of the completed framework of the new six-storey British Empire Building, the first of the buildings of "Radio City" the Rockefeller Centre, to be erected in Fifth Avenue.

The building has been leased to a British Committee, headed by Lord Southborough, for a long term, and will become the New York Centre of British commercial, industrial and financial activities in America. Mr. Robert R. Appleby, President of the British Empire Chamber of Commerce in the United States, has been appointed official New York Representative of the British Committee.

Exhibits of goods from all parts of the Commonwealth of Nations will take place in the British Empire Building. Under an Act of Congress approved this year by President Hoover, these goods will be imported into the radio city for display free of tariff.

The British Empire Building will thus become the first unit in what may be described as the "Free Port" of Rockefeller Centre.—Reuter.

services connecting with the main routes. Put into operation, in conjunction with the Indian air-mail was a "feeder" line of more than 1,000 miles which, connecting at Karachi with services from London, establishes aerial links with Bombay and Madras. On the African air-mail, during the year, "feeder" services were instituted between Nairobi and Dar-es-Salaam, Kisumu and Entebbe, and Broken Hill and Elizabethville. The last-named enables air-borne letters to reach the Congo, from England, in nine days.

Rapid Development

How British air transport has developed, in the eight years since the institution of Imperial Airways in 1924, is indicated herewith:—

YEAR	No. of Aircraft	Mileage of Routes	Passengers Carried	Air-Mail No. of Letters Carried
1924-1925	15	1,760	11,395	200,000
1931-1932	40	14,000	34,162	6,300,000

By way of summary it may be said, and without exaggeration, that Imperial Airways, since its inception, has accomplished, in the eight years, a record of growth and development. Just on 10,000,000 miles, and having scheduled flights has risen from 76.5 per cent. carried over 200,000 passengers and cent in 1924 to 96.18 per cent. in more than 6,000,000 miles per year 1932.

STEEL HOUSES
PREDICTED FOR
UNITED STATESPotent Development
In Industry.

ECONOMISTS VIEWS.

Washington, District of Col. Mass production of steel housing, generally considered by economists as the most potent development in industry in the immediate future, it now awaits only the solution of the financial problems involved in marketing to make this revolutionary conception in the construction field a reality. The Department of Commerce believes on the basis of reports from structural steel producers.

"The importance of steel housing in American industry," the bureau said, "can hardly be overestimated when its potentialities are realised. To the nation's basic industry, steel, it offers the most promising field for recovery which can be envisioned in the industrial horizon. It has been estimated that steel housing alone can absorb 50 per cent. of the structural steel output and that the production of sheets could be stepped up almost to capacity if the sponsors of the movement were unhampered by the economic factors retarding its development.

Labour Saving.

"The steel house, engineers point out, revolutionises traditional conceptions of house construction in many ways and makes unnecessary various reinforcing media used to give support to walls and ceilings and to prevent warping. Considerable piece by piece laying of materials, fitting and sizing and other hand labour are obviated through the employment of steel sections, with the resultant saving of both labour and material.

"Proponents of steel housing frequently point to estimates made by the Department of Commerce that a waste of 53 per cent. is involved in the cost of building a house. This waste can be largely eliminated in the construction of the steel house, they contend, inasmuch as there is no waste in materials which are built and as only a few hands are needed to assemble the sections which comprise the steel structure.—Reuter.

AN AIRPORT IN
SPAIN.To Be Erected At
Seville.

An agreement providing for the establishment of a dirigible base, including construction, mooring mast and sheds, at Seville has been concluded between Dr. Eckener and the Mayor of the Spanish city, according to an announcement from the Zeppelin works.

It is understood the construction of the new airport will be taken in hand immediately and the port will probably play an important part when the Graf Zeppelin resumes its regular voyages to South America.

By that time a new dirigible, the 129th ship of the Zeppelin family, now nearing completion at the Friedrichshafen yards will probably be also in the air and might use the new base.

The new dirigible, which was almost entirely scrapped after the R 101 disaster, was rebuilt in accordance with a new design based on lessons from the catastrophe. The new luxury air liner will be filled with non-inflammable gas and driven by crude oil motors, reducing the explosion dangers to a minimum.

Its greater fuel reserves, moreover, will increase its cruising radius, making possible a transatlantic round trip without refuelling. Finally the air liner will carry aeroplanes conveying mails and passengers from the Zeppelin to their varying destinations.

OLYMPIC'S NEW SHAFT.

A new propeller shaft, weighing over 30 tons, is to be made at the Eadie Works of Messrs. Harland and Wolff for the White Star liner Olympic, which is undergoing a three months' overhaul at Southampton.

CONTRACTS LET FOR
NEW BRIDGE.St. Lawrence Project
Near Montreal.

The Lake St. Louis Bridge Corporation has announced the awarding of contracts for construction of the Lachine-Cauchonawaga bridge over the St. Lawrence River. The new span from Montreal Island to the south shore will be erected at a cost of \$2,559,243 with A. Janin and Company, Limited, of Montreal, undertaking the work on piers approaches and cement work at a price of \$1,786,000 and the Dominion Bridge Company, Limited, Montreal, the erection of the superstructure at \$773,243. The lowest bidders received the contracts and the bridge is to be completed and opened for traffic by May 1, 1933.

The work of the Janin firm will commence immediately and is to be carried on throughout the winter with from 150 to 300 men to be engaged on the construction activities.

The St. Lawrence River is approximately five-eighths of a mile wide at the point where the new highway bridge will add another traffic entrance to Greater Montreal from the populous territory in the southern counties of Quebec and it will extend its sphere of usefulness to the international traffic to and from the United States. The bridge will be erected from Ville La Salle, near Lachine, to the India reservation at Caughnawaga on the south shore, the location being about six miles west from the centre of Montreal proper and at the foot of Lake St. Louis.

G. W. R. ORDER FOR 100,000
STEEL SLEEPERS.

An order for 100,000 steel sleepers of British manufacture has just been placed by the Great Western Railway. These will be used during its 1933 relaying programme, by the end of which the company will have laid in its main, relief, and branch lines some 400,000 steel sleepers, equal to 185 miles of track. This new order represents some 10,500 tons of steel, in addition to which a further 46,500 tons of steel rails, fishplates, bolts, and girders for bridges and structural work will be required, making a total of 57,000 tons for the 1933 programme.

FIVE-SEATER
AUTOGYRO.Latest Development Of
Windmill Plane.

London.

Much importance is attached in aeronautical circles to the decision to place an order for an experimental autogyro machine to carry five passengers. It will be fitted with a radial engine, probably an Armstrong-Siddeley 500 h.p. Panther. It is estimated that the machine will have a top speed of 160 miles, a cruising speed of 130 and a slow speed of about 20 miles per hour. The constructors expect the machine will be able to take off after a run of about 70 yards and will land at low speed, needing a very short run to pull up.

BUILDING RESEARCH
BOARD.Co-operative Scheme
Pending.

The Building Research Board, which was established in 1920, has made a practice during the last five years of presenting annually a report of its proceedings, in which is incorporated an account of work carried out by the staff of the Building Research Station at Garston, near Watford.

This policy is abundantly justified if only for the opportunity thus afforded the whole of the building and allied industries to utilise the results of the tests and minor researches which are, intentionally, capable of immediate application to structural problems of daily occurrence.

Under the heading of "Intelligence and Minor Investigations," this provision of solution to questions embracing the whole range of building materials and methods constitutes one of the most important functions of the Research Station.

During the last year or two the volume of such inquiries has reached the maximum with which the existing staff and equipment of the Station can cope, and the possibility of enlisting the assistance of commercial testing houses in a co-operative scheme is at present being explored in collaboration with the various interested professional bodies.

Gloucester Building
(Residential)
Hong Kong

January 17, 1933.

Dear Sir/Madam,

Just a few lines to advise you there will be a Carnival Dinner Dance on Wednesday the 25th January, Chinese New Year's Eve, extension to 1 a.m.

We trust our old patrons will bring new guests to participate in this celebration.

Assuring you at the same time that no effort will be spared by us to ensure a successful and pleasurable evening.

Sincerely yours,

Messman

1933

HAVE you returned your firms particulars for insertion in the "Hong Section" of the 1933 DOLLAR DIRECTORY?

Firms who have not yet attended to this important matter are requested to do so immediately.

Secretaries are also reminded to forward all information concerning their clubs, associations, etc.

TO FACILITATE THE EARLY PUBLICATION OF THE NEW ISSUE THE PUBLISHERS WILL APPRECIATE THE PROMPT RETURN OF ALL FORMS.

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Put your nervous energy account on the credit side without delay by taking a course of



Dr. Williams' Pink Pills.

This old and proved tonic remedy rapidly enriches and increases the blood. When these new supplies of the vital fluid are flowing in your veins the nerves will be strengthened, your reserves of energy will commence to accumulate in superabundance. You will be pleasantly surprised what a difference Dr. Williams' Pink Pills can make, and in a very short time too. Dr. Williams' Pink Pills are the common-sense tonic, a favourite with business-men everywhere.

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Give them an honest trial. You will not be disappointed. All chemists can supply you. But INSIST on "Dr. Williams' Pink Pills." Nothing else can be relied upon with such confidence to so rapidly

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Of Nervous Energy.

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DEATH.

PURVES.—At the Kowloon Hospital on January 17, 1933, at 2.30 a.m., Capt. A. G. Purves, aged 72. Funeral will pass the Monument to-day at 5 p.m.

The China Mail

Hong Kong, Tuesday, Jan. 17, 1933.

Aerial Bombing.

When Disarmament proposals are considered the peril of bombing from the air must be considered as one of the most important factors. Limitation of navies and military forces will prove of little avail unless restrictions are placed on the newest menace created by modern invention. Since Mr. Stanley Baldwin so ably pointed out the urgent necessity of establishing an effective control of international aviation the question has been seriously considered and it is hoped that constructive recommendations will be placed before the forthcoming session of the Disarmament Conference. Ever since the days of Grotius until quite recently there has been a distinction, both in law and in practice, between combatants and non-combatants. Is it to be left to the twentieth century to obliterate this distinction? Unless this method of warfare is completely renounced—and no half-hearted regulations are likely to be effective—a civilian must expect in the future, as Mr. Baldwin has said, to see his wife and children killed from the air, and to be told that his only defence, and that "you have got to kill more women and children more quickly than the enemy if you want to save yourselves." Mr. Baldwin has sat for ten years on the Committee of Imperial Defence. He proclaimed with quite exceptional authority that no defensive measures are known which can safeguard a city from bombing attacks by aeroplanes. And it is a more realistic problem than that of the crossing of land frontiers by armies, for a few squadrons of aeroplanes could outstrip in the technique of destruction whole armies of foot and tanks; and the way of the air offers at present by far the greater temptation to any country contemplating aggression. The British Government are known to be devoting the most serious thought to devising means of removing this peril from mankind; and they have already stated at Geneva that they would be prepared to go to any length in agreement with other Powers to achieve their object. One initial and obvious difficulty is that the

aeroplane industry is in its early days, and that any attempt to restrict its development would be as futile as it would be undesirable; while nothing can prevent the use of machines designed for civilian traffic from being employed on occasion for military purposes. It seems possible that too much attention has been paid at Geneva to contriving restrictions for the aeroplane, and too little attention concentrated upon the real evil, which is the bomb. Why should not the bomb, for a start, be renounced solemnly and absolutely by every State in the world, and its manufacture or use be regarded as an international crime? It is obvious, of course, that this prohibition could be evaded, because the parts of aerial bombs could be separately made and secretly assembled. Even though an essential part of any Disarmament scheme must be a system of international investigation yet the keenest eyes of an expert commission might fail to distinguish the unauthorised mechanism. But the liability to investigation would be some sort of deterrent. It would at least render far more difficult the accumulation of a sufficient number of bombs to mount a sudden, swift attack on a scale that would be likely to be decisive for the victim. And a far greater deterrent would certainly be the knowledge that the offending nation would render itself an outlaw and liable, according to a new international code, to reprisal from every other nation. In an ordinary international quarrel there must always be some doubts as to which State was the aggressor, and from which State the real provocation originally came. There would be no such difficulty of definition about the use of aerial bombs. A nation employing them, if they had been condemned by international agreement to rank with the bomb of the anarchist as a dastardly and illegal weapon, would ipso facto constitute itself an outlaw. Its neighbours and the other signatories of the Convention would have the right, if not the duty, to take action against it. If public opinion felt strongly enough on this subject, no Government would dare to face the opprobrium and the dangers it would provoke by the violation of its pledged word. By all means let restrictions be made in the size of air armies; but so long as land troops and battleships exist there seems to be little sense in depriving them of the new aerial eyes with which modern science has equipped them. The simpler the definition of what is prohibited, the better the chance of enforcing the prohibition. The evil thing is the air bomb, whether it be filled with high explosive or poison gas. Cannot all countries unite to make its prohibition absolute?

HERE. THERE
and
EVERYWHERE

The scheduled average speed of nearly 76 miles an hour was obtained on the trial run of the electric express which from the beginning of May next is to reduce the Berlin-Hamburg journey from 179 to 142 minutes.

A speed of 93 m.p.h. on the straight is said to have been obtained, and 60 m.p.h. on curves. The Hamburg trains are already the fastest in Germany. The new train—a rail-coach—which will run once a day in each direction, consists of two cars closely coupled together and streamlined. The wheels are covered by a streamlined casing, and the front of the train is rounded, making it look like a torpedo.

Your Daily Smile.

NO DOUBT.

"It made me feel sick to see a girl smoking a pipe in a public restaurant," writes a gossip. It probably made her feel sick, too.

Excuse Me.

"Marriage," observes a writer, "invariably gets one into trouble." No, two.

NATURE NOTE.

Butterflies can talk to each other, says a scientist. I always knew a moth could chew the rag.

Silence Is—

A gold medal is being offered for the perfect barber. It is understood that he must be both delf and dumb.

Facts You Did Not Know.

Five room cottages are being built of copper in Germany and the same metal is being used for frames in church walls.

A Kansas scientist is trying to breed a strain of chickens with wings so undeveloped that they cannot fly over fences.

A British railway is experimenting with cars that can be run either on rails or highways, having alternate sets of wheels.

News In Brief.

Mrs. W. T. Southern will distribute the prizes of the C. M. S. Victoria Home and Orphanage, Kowloon City, at 3 p.m. to-day. The orphanage is reached by the No. 3 and 6 buses.

The Hon. Mr. J. P. Braga will give a talk at 9 p.m. to-night from the Broadcasting Studio on the next Empire Products Fair to be held on May 24. The talk will last about fifteen minutes.

His Excellency the Governor, Sir William Peel, K.C.M.G., K.B.E., is to distribute the certificates and prizes of the Central British School at the annual prize day, which is being held in the St. Andrew's Church Hall on Monday, February 6, at 5 p.m.

The Hong Kong Peace Group, an organisation founded last year by local pacifists to disseminate information on the subject of war-making, the armament trade, and kindred matters, and to encourage individuals to assume their responsibility for the prevention of international conflicts, and policies of greed and violence, will hold its first annual meeting in Helena May Institute at 5.30 p.m. on Tuesday, 21st instant. Speeches will be given by the Rev. Dr. E. L. Allen and the Rev. Dr. Reichelt. Non-members are cordially invited to attend the meeting.

Personal Pars.

Mr. W. A. Butterfield, superintendent engineer of the Asiatic Petroleum Co., Ltd., returned to the Colony from Manila aboard the Dollar liner "President Wilson" yesterday.

Mr. John H. Leppert, U.S. Navy, was among the passengers who arrived aboard the liner "President Wilson" from Manila yesterday, en route to America, via Shanghai and Japan.

Dr. Robert W. Hart was among the through passengers to San Francisco aboard the Dollar liner "President Wilson," which arrived from Manila yesterday.

NATIONALISM IN U.S.A.

GENERAL OPINION ON
DEBT QUESTION
PRESIDENT HOOVER'S FUTURE

New York. Debt revision by the Congress is out of the question. It will probably not even be considered until the new Democratic Congress meets in March under the Presidency of Mr. Roosevelt.

This means that the matter will not come up for debate before late spring. Then revision is most probable, although it is probable that cancellation will not be accepted by the coming Congress.

There will have to be some apparent payment, even though, in the long run, it will not be an actual heavy payment.

It is an all-round difficult problem which American statesmen, representing a country committed paratively "green" in international politics, find difficult of solution.

The distinctly negative political response to the British and French debt postponement overtures reflects the rising Nationalist spirit in the United States, which has its background in public disillusionment occasioned by the inefficiency of United States leadership in three major spheres of world affairs.

Public Disappointments. Regardless of views officially voiced here, the public generally believes.

1st.—That the structure of international treaties sponsored largely by the United States was injured by developments in Manchuria.

2nd.—That European officialdom disregards the equities of the American people in the debt situation while collaborating insufficiently in disarmament.

3rd.—That the effort of the United States to develop a co-operative Pan-American policy conducive to general amity on the American continents has to some degree been nullified by the Chaco frontier dispute between Paraguay and Bolivia.

An intangible feeling of disappointment pervades political circles here because of the belief that the idealistic and altruistic purposes supported by American public opinion failed to accomplish the expected objectives in these spheres. This disillusionment is accentuated by the present economic depression.

Popular response in America to the British debt overtures would probably have been more tolerant if Britain had conceded any of the basic contentions sustained by the United States Congress consistently since the war, but argument has merely brought antagonism.

The Masses and Money.

Foreign opinion should also take into account that the American masses never think of fiscal and monetary problems from the angle of international exchange, because by far the greatest proportion of business in the United States is done on a straight dollar basis.

Similar in Congress, only a few isolated students think readily in terms of international balance of payments.

Political opinion has simply not followed the economic views presented in the latest British and French Notes. Middle-class Conservative opinion here feels that systematic efforts to cancel debts by propaganda and political gestures, if successful, would involve dangerous precedents for this country.

The Nationalist tendency is also probably emphasised by the vast number of unemployed, which induces closer attention from the workers to the Nationalist spirit, particularly in the large Eastern industrial centres.

On the basis of offers already made, President Hoover can, if he desires, after March 4, become one of America's most popular writers. Since Theodore Roosevelt broke precedent on the propriety of an ex-President writing articles of current interest for magazines and newspapers, American Presidents have almost invariably gone into "the writing game" after leaving White House.

Mr. Roosevelt wrote for the "Outlook" and the "Kansas City Star"; Mr. Taft wrote special articles for newspapers; Mr. Woodrow Wilson wrote several brief pieces, but his health prevented him doing more. Mr. Harding, who died in office, began negotiations for writing a book, but his death prevented the completion of the negotiations. Mr. Calvin Coolidge has already written numerous articles on

current affairs, plus a daily newspaper leading article.

Although Mr. Hoover unquestionably will write after he leaves office on March 4 he does not regard his excursions into authorship as in any way outlying his principal occupation during the first year or two after his retirement.

Coming to London

London, most probably, will have an opportunity of taking a personal look at Herbert Hoover, the first since 1921, during the latter part of next summer.

Although the President is not particularly anxious to undertake extensive travelling, it is known that Mrs. Hoover is eager to resume old contacts with personal friends in England and the Continent.

If the President's plans for a real vacation immediately after the inauguration of Mr. Roosevelt are realised, it is believed that late July or early August will find Mr. and Mrs. Hoover on the high seas bound for Europe.

The President is an ardent deep-sea fisherman, being particularly fond of fishing off the coast of California, where large fish are obtainable. It is believed that he will leave for an extended fishing and pleasure trip in those waters as soon as possible after the inauguration of President Roosevelt. Later in the autumn, after the return from the European visit, if it be made, Mr. Hoover will probably announce his definite plans for his future life and work.

Everybody in America is always interested in what becomes of former Presidents. Mr. Hoover's closest friends say that they do not believe that he will enter any enterprise either strictly mining or financial.

It has been suggested that, being an engineer and organiser, he might be interested in the leadership of one of the great sectional railway consolidations, developing at the moment in the United States under the guidance of the Government and Inter-State Commerce Commission.

Challenge to His Powers.

Such tasks, his friends say, would afford problems of a magnitude that would challenge his powers and present sufficient social significance to whip up his interest.

When he returns to private life there will not be any question of devoting himself to the task of recouping his "private fortune." President Hoover, while not wealthy, is presumed to have a personal fortune of somewhat less than a million dollars (\$200,000 at par). His private income probably amounts to \$30,000 (£6,000 at par) a year.

Earlier published estimates of his private fortune were undoubtedly over-estimated. When he was nominated to the Presidency in 1928 it was stated that he possessed \$400,000 (£80,000 at par). The President never possessed one-tenth of that amount.

POLICE OFFICER
WEDS.Sergeant M. O'Connell
And Miss Hughes United

The wedding was solemnised yesterday afternoon at St. Joseph's Church between Miss May Hughes, youngest daughter of Mr. and Mrs. John Hughes of Rush, County Dublin, Ireland, and Sergeant Michael O'Connell, of the H. K. Police, only son of Mr. and Mrs. J. J. O'Connell of Rathmore, County Cork, Ireland. The Rev. Father Grannell officiated. Inspector G. A. Stinson, gave the bride away. The Misses Cynthia and Vera Stinson were the bridesmaids.

Sergeant L. V. Baker discharged the duties of best man. A reception was subsequently held in the Sunshine Room of Lane Crawford's Restaurant, after which the happy couple left for Macao, where the honeymoon is being spent.

Our secondary education is suited to the 25 per cent. and with these we are moderately successful—Miss Margaret M. Napier.

It is hard to combine the attitude of worship with the intellectual integrity of scientific investigation.—The Archbishop of York.

WEAKNESS SHOWN ON N.Y. MARKET

Downward Tendency On All Stocks.

NO OUTSIDE SUPPORT.

New York, To-day.
A heavy tone prevailed on the New York Stock Market yesterday, according to the daily report issued by Messrs. E. A. Pierce and Company. They state: "The weakness suggests that active traders are tired of the long slide and also disappointed with the lack of outside response to the constructive efforts of the market. The market closed heavy. We would withhold buying for the present." A downward tendency was shown in industrials, rails, utilities and bonds. Industrials showed the greatest decline, dropping one point to 27.47. Bonds held up better and declined only .14, closing for the day at 80.34. Utilities declined .84 to 27.81.—Reuter.

CABINET MEETING ON THURSDAY.

Geneva Leader Returns From 1933 Session.

London, To-day.
The first meeting of the Cabinet this year will be held on Thursday.
Sir John Simon, the Foreign Secretary, will return from Geneva to be present. He will remain in England for a few days but expects to return to Geneva for the meetings to be held there next week.
The Foreign Under-Secretary, Captain Anthony Eden, leaves London for Geneva to-day and will take charge of the United Kingdom Delegation while Sir John Simon is away.
Yesterday, the Prime Minister, Mr. Ramsay MacDonald was in consultation with several of his Cabinet colleagues.—British Wireless Service.

BRITISH TRADE AGREEMENTS

Foreign Countries Keen To Negotiate.

London, To-day.
Tariff negotiations with representatives of Denmark, Norway, Sweden and Iceland have been in progress for some time and at their conclusion, similar negotiations will begin with the Baltic States and Poland.
Representatives of the Latvian Government arrived in London yesterday for the preliminary discussions in advance of commercial negotiations and a delegation from Finland is due to arrive before the end of March.
Other countries which have expressed a desire to negotiate with the British Government, include Argentina, whose delegation is now on the way to England, Belgium, Colombia, Costa Rica, France, Germany, Netherlands, Peru, Santo Domingo, Switzerland and Uruguay.—British Wireless Service.

COLONY'S NEW SOLICITOR.

Mr. R. H. Cole Admitted This Morning.

Mr. Ralph Henry Cole, who has joined the firm of Messrs. Geo. K. Hall Brutton & Co., was admitted to practice as a solicitor in the Supreme Court by the Chief Justice, Sir Joseph Kemp, K.C., this morning. The Attorney General, Hon. Mr. C. G. Alabaster, K.C., moved the application.
The new solicitor was articulated to Messrs. Tozer and Dell, of Telmouth, Devon, in 1927. On the expiration of his articles in April last year, Mr. Cole served with Messrs. Peacock and Goddard, London. He passed the final examination of the Law Society of England in March, 1932, and was admitted a solicitor of the Supreme Court of Judicature in June, after which he acted as assistant to Messrs. Reid, Sharman & Co., London.
His Lordship, in admitting Mr. Cole, wished him every success.
Mr. Cole arrived in Hong Kong in December last.

RUSSIAN WITHOUT VALID PASSPORT.

Worked In Chinese Garage At Canton.

GAOL TERM IMPOSED.

Michel Zrobridsky, 21, unemployed Russian engineer from Manchuria, was sentenced to 14 days' gaol by Mr. Wynne-Jones in the Central Police Court this morning, on a charge of entering the Colony without a valid passport. An expulsion order, which will take effect after the gaol term, was also made by his Worship, on the application of Detective-Sergeant Mottram.
The Sergeant stated that the defendant, together with another Russian, worked in a garage in Canton. Accepting an offer by some Chinese of a job in the village, they left Canton. On arrival at the village, they found that the establishment did not exist. They set sail on a junk and without knowing where they were heading for, came to Hong Kong.
Police assisted the two men and sent them back to Canton by train. However, on Sunday, the defendant returned after having been previously warned. When he gave himself up to the Police, he stated that he came here to look for a ship to stowaway to Shanghai.

POLICE OFFICER IN SERIOUS MISHAP.

Sergt. Edwards's Crash With Lorry.

Detective-Sergeant J. H. E. Edwards, of the Hong Kong Police Force, attached to the Water Police Station is lying unconscious in the Kowloon Hospital as the result of a motor accident on the Castle Peak Road yesterday afternoon. While riding his motor cycle, Sergeant Edwards crashed head-on into a motor lorry and sustained a fractured skull and concussion of the brain.
At the time of the accident, Sergeant Edwards was attempting to pass a motor bus travelling in the direction of Kowloon when the motor lorry struck his machine. He was thrown heavily to the ground and was picked up in an unconscious condition.
It was learned this morning, on enquiry at the Kowloon Hospital, that Sergeant Edwards has regained consciousness, and is slightly better.

CONFECTIONERY ROBBED.

Three Men Decamp With Small Haul.

Three Chinese men, armed with a revolver and two knives, perpetrated a robbery at the Tung King Cigarette and Confectionery Shop, 522, Canton Road last night, and decamped with a haul of money and jewellery to the total value of \$125.
The robbers entered the shop under the pretext of making the purchase of sweets. While serving the "customers" Shiu Foon, 21, a spinster, was threatened. She, together with four other female inmates were bound and put in a cubicle with a blanket over them.
One robber kept guard over them, while the other two ransacked the shop.

FLEET MOVEMENTS.

Sir Miles Lampson Returns From Canton.

Prior to leaving for Swatow this morning, the U.S.S. Fulton fired a salute of 11 guns to the Commodore. Following this, H. I. J. M. Saga, which arrived from Canton yesterday, saluted the port with 21 guns, the salute being returned from Blackhead's Point, Kowloon. The Saga then fired 11 guns, and this courtesy was returned from H.M.S. Tamar.
The aircraft carrier, H.M.S. Hermes, which returned from fleet exercises yesterday afternoon, left harbour again this morning for the same purpose.
Yesterday afternoon, Sir Miles Lampson, British Minister to China, returned from Canton aboard H.M.S. Tarantula. Sir Miles sails for Swatow this afternoon sailing aboard H.M.S. Bruce.
To-day it is impossible to get one single penny out of Chile.—Mr. Ramsden, M.P.

BANKRUPTCY ORDER AGAINST CIVIL SERVANT

Mr. R. G. Wittchell Publicly Examined.

WIFE'S DEBTS THE CAUSE.

Mr. Robert George Wittchell, a clerk in the Colonial Secretariat Office, was publicly examined before the Chief Justice, Sir Joseph Kemp, K.C., in the Bankruptcy Court this morning.
Mr. E. L. Agassiz, Official Receiver conducted the proceedings.
The examination was closed and debtor was ordered to pay the sum of \$140 per month towards the liquidation of his debts, which totalled \$4,215.

Mr. Wittchell, in reply to Mr. Agassiz, stated that he fell into bankruptcy through incurring obligations to meet his wife's debts. He also stated that payment of interest to money lenders was so large that his salary did not meet his living expenses.
Debtor admitted that \$500 was borrowed from Amrik Singh, in connection with his wife's intention of establishing a brewery in Macao. The brewery did not function, however, although the apparatus for producing the liquor was purchased. The drink was bottled and sold in Hong Kong, at a profit of 50 cents per bottle. The enterprise lasted for about a month and a half.

Mr. Wittchell, at the outset of the examination, stated he was 24 years of age, and had been educated at the Central British School. He married a Russian woman in Shanghai, in 1931. He had occasion to borrow \$700 from Mahan Singh to meet certain debts incurred by his wife (then his fiancée) in Shanghai, and \$400 to cover wedding expenses.

His present salary was \$295 per annum, which was \$390 per month. His wife came to Hong Kong in March, 1931, and they lived together at Kowloon Tong until August. He had quite a lot of trouble with his wife, and this incurred further debts. They moved to a boarding house in Hankow Road, and from there to Granville Road. He was at present living at the Airline Hotel. He was seeking a separation from his wife, and when that is achieved he will pay her \$100 allowance per month.

In reply to Mr. M. A. da Silva, who represented Mahan Singh, debtor denied that he borrowed the money under the representation that it was to be put into a brewery of his at Macao.
Mr. Silva: Have you got a brewery in Macao?—No, I have not.

FATAL FALL DOWN HOTEL STAIRCASE

Death Of Capt. Purvis.

WELL-KNOWN LOCAL MARINE ARTIST.

The death took place last night of Captain T. G. Purvis, who was admitted to the Kowloon Hospital at 1.30 p.m. yesterday suffering from head injuries caused by falling down the stairs of the Airline Hotel early on Sunday morning.
Captain Purvis, who was 72 years of age, resided in the hotel, and was well-known locally as a marine artist, having exhibited at the Royal Society of Artists and the Royal Hibernian Institute.

An old survivor of the wind-jammer days, Captain Purvis has sailed the seven seas under sail and steam. Before the outbreak of the Great War, he forsook the sea to study painting, having obtained his master's ticket. For a time he studied in Paris, his knowledge of sea and sky, which had been his absorbing interest while at sea, standing him in good stead.

On the outbreak of the war, he again took to the sea, but since 1918 has devoted his time to painting. He leaves several sons and a daughter, all of whom are in England. His eldest son, Mr. Tom Purvis, being a prominent poster designer who is responsible for many of the famous Powell advertisements, and who designed the poster for the British Industries Fair last year.

To-Day's Short Story.

THE LIMITS OF DOMINION

By Arnold Bennett.

LADY ELEANOR was young, beautiful, and beautifully dressed. She indeed had style, pedigree. She was the daughter of an earl, and she had married the brother of a baron. It was impossible that any woman should be as innocent as Lady Eleanor looked, and Lady Eleanor was not. She had seen life. She had, in fact, had to get rid of the baron's brother. She was now free again. Ralph, with his insight into human nature — of which he was secretly very proud — knew that she would not be free for long. He admired her. She was so slim, so lithe, so elegant, so expensive. She had such a quiet, tranquillising voice, and such a way of looking at a man — trustful, reassuring, appreciative of man's strength. It was after all rather wonderful to Ralph that such a jewel of a girl, who knew familiarly the whole of the great world, should be on familiar terms with him. Ralph, the brother of Dinah who had married a jobbing builder, and of Mary who had married a Prudential insurance agent, and whose father used to eat in his shirt-sleeves in a house of which the rent was eight shillings a week! He took her soft hand somewhat violently and she yielded it touchingly to his violence.
"Had some tea?"
She nodded. "But not a cigarette yet."

"So that affair's all over and settled now?" he began, referring to the late proceedings against the baron's brother.

MR. GEORGE GRIMBLE LAID TO REST.

Large Gathering At Graveside.

WEALTH OF WREATHS.

A large gathering was present at the funeral last evening at Happy Valley of the late Mr. George Grumble, who died on Saturday afternoon at his residence at 10, Branksome Towers, The Peak.

Those present included Government officials and businessmen representative of the different commercial activities of the Colony.

The chief mourners were Mr. Eric Grumble (son) and Surgeon Commander Williams, R.N. (son-in-law); others present being His Honour Sir Joseph Kemp, His Honour Mr. Justice Wood, Hon. Mr. R. M. Henderson, Col. T. A. Robertson, Rev. E. G. Powell, Rev. G. T. Waldegrave, and Messrs. P. T. Farrell, W. A. Butterfield, A. Stevenson, T. A. Mitchell, H. R. B. Hancock, E. L. Hosie, G. K. Hall Brutton, G. P. Lammer, C. Bulmer Johnson, J. L. McPherson, H. Seth, S. C. Pang, K. S. Pang, K. F. Pang, A. W. Smith, F. J. de Rome, D. H. Blake, J. T. Prior, H. E. Goldsmith, G. S. Archbutt, L. Forster, J. T. Bagram, A. L. Shields, D. L. Lyle, A. D. Humphreys, M. Nemaze, G. White, A. H. White, T. H. G. Brayfield, C. H. Brown, P. C. Potts, G. H. Potts, Simon Tse-yan, Andrew Tse, and others.

The remains were interred in the Old Residents' Section of the Colonial Cemetery, the last services being performed by Very Rev. Dean Swann.

Many wreaths were sent.

BIG AIR PORT FOR SOUTHAMPTON.

Establishing Connection With Europe And East

London, To-day.

Southampton, which is already the biggest passenger port both in the Empire and in Europe, aspires also to become a great air port.

Local authorities have acquired a site for a large municipal aerodrome between Southampton and Eastleigh, which is to be developed for air traffic in connection with ocean voyages.
A scheme is being considered whereby arriving and departing liners will connect with air services between Southampton and the other European cities and routes to the East.

She nodded again.
"Shall we get yer costs out of him?"
"Heaven know! she exclaimed, with a sigh and a smile. "I hear he's off to Central Africa."
They sat down side by side on the blue sofa in the immense bow-window.
"Oh, how lovely the garden is!" she murmured, turning her head. "It's so lovely it makes me want to cry. But I dare say that's only because I'm so exhausted after this affair." She laughed. What a voice! What a gentle laugh! You could scarcely hear it.
The secretary soon afterwards returned into the room. Mr. Ralph Furber did not move from the sofa. He continued to talk in a playful,

Ralph Furber came from a humble family in the Five Towns: now he is a magnate, with a mansion in London.

Maidie Furber, his cousin, red-haired, pugnacious, and pretty, has written bitterly reproaching Ralph for not attending his sister's wedding. So Ralph has summoned her to London from the Five Towns, by car.

Lady Eleanor Raynes is attending a week-end party at Ralph's house.

rough tone to Lady Eleanor, and then suddenly he faced the standing, respectful secretary with her notebook and began curtly and rapidly to give her a long series of varied instructions, which she scribbled down about the electric light installation, the purchase of Treasury Bills, his new suits, a hammock, champagne, a works dispute at Newcastle, etc., etc. He poured the orders out of his mind in a continuous stream.

"And tell St. John," he finished. "St. John was his principal secretary—"tell Mr. St. John to draft that letter about the 'Charing Cross Echo.' He's got the heads of it. I'll see it on Sunday morning. Tell him the figure's twenty-one thousand." Tell him to make it final, and I'll give 'em until Tuesday to decide."

The secretary departed once more, fully laden.

Lady Eleanor said: "You know you'll never buy the 'Echo' for twenty-one thousand. It's the oldest-established evening paper in London, and Steinheil won't take less than twenty-six thousand. He might take twenty-five, but I don't think so. It's cheap at twenty-six."
"Cheap, is it? I know it's losing close on thirty thousand a year. And I'm to pay twenty-five thousand for the privilege of losing four hundred a week!"

"But you'd soon turn it into a paying concern. Besides, you want a daily! Owning a paper would round you off. I quite see that. You wouldn't get one that was paying its way for a quarter of a million. Everybody says it's dirt cheap."

Ralph seized Lady Eleanor's hand and looked her in the face loweringly.
"Listen to me, Lady Eleanor," he said with a mixture of grimness, cynicism, and benevolence. "You're going to get a commission out of Steinheil if that paper is sold to me for more than twenty-one thousand."

"Why do you say such a thing?" "Because it just came into my head, that's all. I shouldn't be surprised if he's offered you half of everything over twenty-one thousand. It's quite all right. Business is business." He laughed indulgently, as at a rather mediocre joke.

A deep blush spread over Lady Eleanor's cheeks and down to her neck and throat.
Ralph jumped to his feet.
"Then I guessed right," he explained savagely, and then burst into a roar of laughter.

(Continued on Page 10.)

POWELL'S ANNUAL

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A black and white photograph of a vintage portable record player. The device is housed in a dark, rectangular carrying case with a hinged lid. The lid is open, revealing the internal components. Two vinyl records are placed on the turntable. The turntable is a clear dust cover. The tonearm is visible, and the speaker is located on the right side of the unit. The carrying case has metal latches and a handle on the front. The overall appearance is that of a classic, portable entertainment device from the mid-20th century.

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BARBARA WALKER, one of the best "Y" Ladies forwards, has been forbidden to play hockey for the rest of the season, owing to a bad leg. It will be recalled that while playing for the "Y" in their first Cnery-Clark match against the Recrelo Ladies' last month, she

THE Hong Kong Ladies Hockey Club have adopted a new uniform. It is a white sleeveless dress, the skirt of which is trimmed with the Club's colours, gold and brown. A wide belt, with the same colours, is also worn. On the whole, it is a very striking uniform. The B.B.A. Ladies' uniform is a brown jersey dress, with blue hoose, the two colours being the colours of the Central British School, and Association.

Central British Association, A.M.

A rare distinction has been gained by Comdr. R. Somers, of the Blue Water Yacht Squadron—the Blue Water Medal of the Cruising Club of America. The award was made in recognition of the heroism, seamanship, and sportsmanship of Comdr. Somers and his crew in the New York Bermuda yacht race last summer. He was skippering one of the two British sailed boats, the Jolly Brigs, when he rescued the crew of one of his American rivals, the Adriatic, which had caught fire. Comdr. Somers and his crew had previously been honoured by the award of medals by the New York Cruising Club.

The second Interport Soccer Trial will take place this afternoon on the Club ground commencing at 4 p.m. when the selected team will be opposed to the South Wales Borderers.

The following is the selected team: G. Rodger (Club); Allen (R.A.) and Blackburne (Police) or Mullans (Borderers); Leung Wing-chai (South China), Pardee (Carpenter), (R.A.) and A. Duncan (Club); B. Gosano (St. Joseph's), E. Strange (Club), or Hill (Kowloon), Johnston (Police), A. V. Gosano (St. Joseph's) and F. Santos (Beccolo).

Reserves: Mullans (Borderers), Bliss (Kowloon), Hill (Kowloon) and Baldry (Lincolns).

SPORT PAGE

THOSE AUSTRIAN FOOTBALLERS.

A "WONDER" TEAM WITH SOME RESERVATIONS.

DAZZLING TECHNIQUE

ENGLISH SOCCER SHAKEN UP-NOT SHOWN UP.

(By ROLAND ALLEN).

I ADMIT that my estimate of the Austrians was wrong. I even agree that they might have beaten us in that match at Stamford Bridge. They nearly did. They only lost by the odd goal in seven. But if we were to play them again next week I should back England. If we played them once a week for three months my considered opinion is that we should be beating them fairly easily at the finish.

First, because a line of forwards who could find each other, vary their attack, and shoot straight would walk through their on-the-retreat defence; secondly, because, brilliant as it was, I saw no signs of an alternative if their one-way attack had broken down—as it might easily do against half-backs who stopped it at the start. And their finishing was miles below the rest of their work in attack. All these factors are essential to the really great Soccer team.

Some time before the match had finished I found myself able to forecast, in my own mind, precisely what the Austrians would do each time they got the ball. And I believe the English halves—over whom I, as an observer, had a considerable advantage in that respect—also were beginning to see the solution of a problem which had baffled and bewildered them for eighty minutes.

BRAZEN AND NEAT.

The technique of the Austrians was different from anything we had been led to expect. Their control over a football was almost uncanny, writes Roland Allen in *The Evening Standard*. Their first time passing and the accuracy with which they found the man was mechanical football perfection. The way in which they picked the ball off the toes of our advancing forwards and got away with it was brazenly impudent, meticulously neat. They made me think of a platoon of guards, marching like a machine: foot-perfect. You know what would happen if one of them stepped the wrong way. Football by instinct rather than from swift thinking. Delightfully automatic.

To assert that English football was shown up in this match is so much nonsense. Just as silly as the label "wonder team" which had been applied to the Austrians. They have a long way to go before I should call them that.

AFTER A LONG TIME.

It took our half-backs a long time to tumble to the fact that the Austrians moved ahead in exactly the same way every time they made an attack. I want to keep on emphasising the dazzling cleverness of their attacking technique, but I also want to emphasise the fact that it was without any variety, in support of my contention that the longer they went on the less likely it was that our defenders would continue to be deceived by it.

Now let us be fair to our own people. It is surely illogical to sing a chorus of praise to the Austrians and cry in chorus that the England team were a rank bad lot. You cannot harmonise the two choruses. I shall not be so silly as to try to reconcile such absurdly contradictory contentions.

England surprised me nearly as much as the Austrians—the other way about. If they had played as well as they can, play, and as I expected them to play, we should have avoided this shaking up. They did not, chiefly, in my opinion, because of the unexpected strangeness of the puzzle they were set to solve.

DAVIS CUP DRAW.

The French Tennis Federation, present holder of the Davis Cup, has drawn the draw for the 1933 competitions will be held on February 27.



The 57th annual Rugby match between Oxford and Cambridge at Twickenham, London, was watched by over 40,000 spectators, who saw Oxford win by 8 points to 3 after an exciting struggle. A general view showing a Cambridge player brought down on the touch line.

The Reason for Fall of Kippax Jardine On Larwood's Leg Theory

(By Athole.)

THE topic of the day in cricket circles is the Test match, and as there is little to write about in local cricket I shall turn my attention to the arena at Adelaide. It certainly looks as if England are going to make it 2-1 in her favour. She has nine batsmen yet to do service and she has a lead of 204 runs.

There is every possibility of Australia being set well over 400 runs in the fourth innings, a feat I consider beyond her, especially as Oldfield is hors de combat.

THE Australian batsmen are encountering a troublesome time in the face of Larwood with a ring of fielders on the leg side waiting for the flick which will give them their chance. Their greatest handicap is that they have not had the opportunity of playing a bowler as fast as Larwood, Wall and Nash being considerably slower in flight than the Notts player. The truth about Australia is that she badly needs fresh talent. Her bowlers are very mediocre and there can never be great batsmanship without great bowling. She is now dependent on two or three batsmen for her big scores—her "tail" being practically useless.

THE success of Allen has been very pleasing in view of his lean season in England last year. Woodfull's failure has come as a shock, as he and Ponsford were considered to be second only to Hobbs and Sutcliffe as an opening pair. I am glad Jardine has done something at last as he might well have been in the same position as Woodfull—wondering whether he could drop himself from the side. In view of Oldfield's misfortune it is interesting to hear Jardine's views on Larwood's tactics.

"The leg theory," said Jardine, "originated in the Australian papers. It is exactly the same type of attack on the leg stump that has been tried times without number from village cricket to Test. The only difference is that we place the field differently from the usually adopted."

The result was, continued Jardine, that the tourists sometimes brought disaster to Australian batsmen.

"There is nothing new and nothing dangerous in it, and we hope to go on being successful with the same methods," he said in conclusion.

ALL this fuss about Larwood and Voce is nonsense. What they are doing seems to me to be perfectly legitimate, writes Patsy Hendren, the Middlesex and England batsman.

"They are pitching the ball on to the middle and leg stumps and forcing the batsmen to play at it. The trouble about this 'leg-stump' bowling is, of course, that if one misses the rising ball one may be hit on the body."

That is what is wrong with Alan Kippax, a beautiful player, who has been dropped from the Test.

In a match Kippax missed a high riser from Gilbert, the aboriginal fast bowler—they say that Gilbert throws—and was knocked out and had to have stitches put in his head.

This seems to have finished Kippax against this sort of bowling, which is not astonishing. Obviously he does not feel happy against Larwood and Voce.

I tremble to think what will happen if anything in the way of illness or accident should happen to Larwood—or to Herbert Sutcliffe, or Walter Hammond.

These are the three on whom we mostly rely.

OUR players, writes Bruce Harris, have had some amusing sidelights on life in the less populous parts of Australia during their travels.

At one back-of-beyond station where their train halted one man—the oldest inhabitant—gazed inscrutinably at the cricketers as they stretched their legs on the platform.

"What's the population of this place?" inquired Herbert Sutcliffe. "Nine," was the laconic answer. "The other eight are all gone rabbiting."

HONG KONG ROWING TEAM SELECTED

Leaving For Manila On Saturday.

CANTON VISIT ARRANGED.

The Royal Hong Kong Yacht Club Interport rowing team, will leave Hong Kong on Saturday and will arrive in Manila on Monday morning. The following are travelling:—H. W. Duley (Capt. stroke), C. B. Easterbrook (No. 3), K. Knudson (No. 2), G. S. Heywood (Bow), I. G. Allison (Cox).

The Hong Kong team will have a week's training and will row their first race against the Manila Boat Club on January 28. They will return to Hong Kong on February 1.

Hong Kong have also been invited to compete against Canton, an invitation which has been accepted. They will visit the latter port after their return from Manila.

COLONY GOLFERS SELECTED.

Marton To Captain The Side.

SHEWAN NOT INCLUDED.

The Colony Golf team to represent the R.H.K.G.C. against the Manila Golf Club and the Shanghai Golf Club will be selected from the following:—

O. E. C. Marton (Captain), L. R. Andrews, M. W. Budd, A. E. Lissaman, A. K. Mackenzie, E. J. R. Mitchell, T. A. Pearce.

The following are the visiting players who will take place in the Triangular Interport:—

Shanghai:—T. S. M. Terrance (captain), J. W. Harrison, W. H. G. Haggitt, K. M. Cumming, A. V. Patett, D. Ward Smith, and P. H. Prevot.

Manila:—J. R. H. Mason (captain), J. Mason, Jr., J. R. MaPle, A. Gibbs, Capt. Ednie and N. S. Wotherpoon. Reserve: H. P. L. Jolly.

Interport Programme.

The following are the proposed arrangements:—

Wednesday, January 25.—Hong Kong v. Shanghai, single, 10.30 a.m. O.C. 2 p.m. N.C.

Thursday, January 26.—Hong Kong v. Manila, 4 balls, 10.15 a.m. O.C. 2.15 p.m. N.C.

Friday, January 27.—Hong Kong v. Manila, single, 9.30 a.m. O.C. 1 p.m. N.C.

Saturday, January 28.—Shanghai v. Manila, single, 9 a.m. N.C. 12.30 p.m. O.C.

Sunday, January 29.—Hong Kong v. Shanghai, foursome, 9.30 a.m. N.C. 1 p.m. O.C.

Monday, January 30.—Manila v. Shanghai, four balls, a.m. N.C. p.m. O.C.

Monday, January 30.—Inter-Club Golf Dinner, Gloucester Building, 8 p.m. for 8.30.

O.C.—Old Course. N.C.—New Course.

S. AFRICA WIN THE TENNIS TEST.

Fred Perry Registers Two Successes.

MARGIN OF 5 TO 8.

Capetown, To-day.

South Africa defeated Great Britain by 5 matches to 3 in the final Lawn Tennis Test.

The following were the results of yesterday's games:—

Fred Perry (Britain) beat J. V. Kirby 6-3, 6-2.

Mrs. Robbins (S. Africa) beat Mrs. Pearnley-Whittinghall 6-4, 6-2.

F. Perry and Miss B. Nuthall (Britain) beat J. V. Kirby and Miss Desmidt 6-1, 6-2.

R. Farquharson and Mrs. Lowe (S. Africa) beat G. P. Hughes and Miss M. Healy 6-4, 6-2.

—Reuter.

RACING SUPPLEMENT in To-morrow's China Mail

Lammert and Ferguson Must Not be Starved Selby's Worth Five Yards From The Line

AMAZING RUGBY SCORES

(By Scrum Half.)

IF Hong Kong is to win the Interport against Shanghai on January 22 the ball must reach either Lammert or Ferguson, who are probably the best wing-threequarters the Colony has fielded for many years.

In the case of Lammert, who is prone to run for the corner flag, Griffiths and Rigg could use the short punt forward and thus utilise his speed, instead of crowding him into touch with an orthodox passing movement. Ferguson's only difficulty will be to get the ball in time from Rigg. The latter is inclined to be faulty in his handling and slow in parting with the ball.

The Griffiths-Lammert wing is undoubtedly the more dangerous one and their understanding against the Navy on Saturday augurs well for the Interport.

THE policy of "aggressive defence" by which I mean clean, hard tackling without becoming rattled themselves, should prove successful to the Colony team, who are very strong behind the scrum. In Millar and Hall-Thompson they have two fast-breaking wing forwards who know their tactics inside out, and the handling of the forwards in bouts of close-passing is of a fairly high standard.

The Colony eight will, however, probably be the lighter pack, but it will be recalled that in the last Interport Austin gained the ball only to lose it time and again through the Northern forwards breaking up too quickly. In Peers we have a useful hooker, but he will have to receive more support than was evident on Saturday if he is to beat D. B. W. Murray for possession in order to give Selby opportunities near the Shanghai line.

The latter only needs the ball from a clean heel five yards from the line and he will be over like a flash.

I UNDERSTAND that E. Walkden will fill the remaining vacancy in the side to visit Shanghai. He played for Southport when in England, and is a useful all-round forward. The following is the team which will leave on Saturday and return on February 1:—

J. P. Whitham; G. P. Lammert, R. H. Griffiths, W. H. B. Rigg, J. J. Ferguson; M. W. Turner, J. A. R. Selby; (Captain); R. H. Bradford, W. E. Peers, M. N. Macintosh, D. McLellan (Vice-Captain); W. Kerr, J. C. Miller, A. P. Hall-Thompson, R. Cherrill and E. Walkden.

THE following will represent the Club "A" against H. M. S. Medway and Submarines at the Valley to-morrow at 5.15 p.m.:—

A. F. Jenkins; R. Goldman, J. H. McElroy, S. J. H. Fox, A. H. Harbord; A. D. Lowson, N. M. Mackintosh; C. Austin, G. W. E. King, N. M. Cochran, F. R. Burch, F. G. Nigel S. H. Garrod, A. R. Cox and R. I. Stillard.

Reserves:—A. W. Torrible and D. Hynes.

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Reserves:—A. W. Torrible and D. Hynes.

PHILOSOPHY OF GORDON RICHARDS

Every Jockey's Ambition To Win Derby.

INTERESTING INTERVIEW.

IMPETUOUS Gordon Richards was philosophical as ever when congratulated upon beating Frank Wootton's score of 187 winners at Warwick.

We quote some of the leading jockey's interesting comments:—

"The statement that I made a bet with a fellow jockey that I would reach 200 winners is all moonshine. I did not even think of it until I had that run of luck a few weeks ago. Then it seemed possible, and if the luck had remained with me I might have managed it. Now it seems out of the question."

"I get more than one offer in many races, and if I had always been able to make the right selection, my total would have exceeded 200. As it is, I make it a general rule to take the first mount that is offered me, and it pays well."

"I think Lord Lonsdale's two-year-old Myrobella is—with one possible exception—the speediest horse I have ever ridden. The exception is Tijn, who was a wonderful filly. I rode her in all her races as a two-year-old."

"It is every jockey's ambition to win one Derby, and naturally I also have that desire, but my chief aim is to rise winners."

Rarely Uses The Whip. "It might be thought that because I swing my whip a lot when I am riding that I am using it on my horse. I am not. In fact, I rarely give even the slightest touch to my mount."

"When flat racing is over, at every possible opportunity I go to Wolverhampton to watch the 'Wolves' play."

"I play at right back for the Ogbourne stable team, and during every week in the winter we play home and away games with Manton, Beakhampton, and most of the other stables."

"The great thing for a successful man to do is to keep his head. When I pick up a newspaper my name may occupy a headline, but what is there in that? I am more interested in the news of the day. It makes no difference whether I am mentioned or not. I just get on with my work. That's all there is to it."

"I have no favourite courses. They all come alike to me. If a boy has it in him he will emerge from the ruck. When he's at the top, everything depends on him as to whether he will stay there. That's life in any profession. A level head. That's the only secret."

"If I had my time over again, and the choice of a career, I should still elect to be a jockey. I love every minute of the life."

YACHTING.

Sixth Ladies' Champions At North Point.

Only little wind was blowing when the sixth ladies' championship was decided at North Point yesterday, and consequently the course was shortened to finish at the club after rounding Lyemooon Beacon.

Results:—

"B" Class Started at 3 p.m. Finished Corrected Ttl. Time

Rolla (Mrs. T. P. Kemble) 5:41.34 5:41.34 24

Diana (Mrs. A. Blake) 5:42.41 5:41.48 24

Dorothy (Miss Knoll) 5:45.10 5:42.15 23

"T. Y." "G" Class Started at 2.5 p.m. Finished Corrected Ttl. Time

Alla (Mrs. Chastice) 5:43.45 5:43.45 22

Why Wonder? 5:55.47 5:55.24 24

Bluejacket (Miss Powkes) 5:56.35 5:56.10 20

Speedwell (Miss Whitham) 5:52.21 5:51.58 42

Emilee (Miss K. Way) 5:53.45 5:50.10 23

"A" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"C" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"D" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"E" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"F" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"G" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"H" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"I" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"J" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

Isobel (Mrs. M. Whitham) 6:02.40 6:02.40 14

Joss (Mrs. Stanton) 5:52.44 5:52.44 40

"K" Class Started at 3.10 p.m. Finished Corrected Ttl. Time

Wasp II (Mrs. Griffin) 6:02.24 6:02.24 23

La Linda (Mrs. J. Sheldon) 5:54.42 5:54.42 20

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TATSUTA MARU	Wednesday	22nd February.
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HIKAWA MARU (starts from Kobe)	Wednesday	1st February.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.		
YASUKUNI MARU	Friday	20th January.
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↑ TOKIWA MARU	Sunday	29th January.
GINYO MARU	Saturday	11th February.
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↑ DELAGOA MARU	Thursday	16th February.
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↑ CALCUTTA MARU	Sunday	28th January.
↑ MURORAN MARU	Wednesday	8th February.
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NEW YORK via Japan, Los Angeles and Panama. Call Direct at Cristobal Puerto, Colombia, Boston Philadelphia & Baltimore.	Hokuroku Maru	Mon.	6th Feb.	1933
RIO DE JANEIRO, SANTOS, MONTEVIDEO & BUENOS AIRES via Saigon, Singapore, Colombo, Durban, Port Elizabeth and Cape Town.	Santos Maru	Thurs.	9th Feb.	
MOMBA SA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH, CAPE TOWN & SOUTH AMERICAN PORTS via Singapore & Colombo.	Arizona Maru	Sat.	28th Jan.	
MELBOURNE, BRISBANE, SYDNEY, WELLINGTON & AUCKLAND via Manila.	Melbourne Maru	Sat.	4th Feb.	
BOMBAY & HARACHI via Singapore, Belawan, Deli, Penang & Colombo.	↑ Bernice Maru	Thurs.	19th Jan.	
↑ Atlas Maru	↑ Atlas Maru	↑ Fri.	3rd Feb.	
CALCUTTA via Singapore, Belawan, Deli, Penang & Rangoon.	↑ Havana Maru	↑ Fri.	20th Jan.	
JAPAN PORTS	↑ Himalaya Maru	↑ Wed.	1st Feb.	
JAPAN via Takao & Keelung.	Sumatra Maru	↑ Fri.	27th Jan.	
KEELUNG via Swatow and Amoy.	Canton Maru	↑ Sun.	29th Jan.	
TAKAO via Swatow and Amoy.	Canada Maru	↑ Tues.	7th Feb.	
	Hozan Maru	↑ Sun.	22nd Jan.	
	Deli Maru	↑ Thurs.	28th Jan.	

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THE LIMITS OF DOMINION

(Continued from page 7.)

"Listen here. I won't give Steinhell more than 21. But I'll make you a present of two-and-a-half thousand—for your trouble."

"You're terrible. You're the most terrible man in the world. . . I have to live. You know how extravagant I am. I can't help it, can I?"

Lady Eleanor wept.

There was an interruption of guests into the room, headed by Sir Thomas. Lady Eleanor sprang from the sofa, threw her cigarette into a bowl, and rushed pell-mell through the open French window into the garden. She was holding her hands to her face, and between her hands cataracts escape. But only Ralph knew that it was hysterical laughter.

"What's the fun, Rafy?" Sir Thomas demanded gaily.

"Go and change, Tommy," said Mr. Furber. "And I'll take you on at squash rackets for a five."

"But I thought you were ill!" This exclamation came from Maudie as she stepped out of the Packard on the following afternoon, Sunday. The whole of the week-end party was trailing into the house for tea, after various games and distractions. And the week-end party seemed to Maudie to be alarmingly distinguished, smart, fashionable, London, and sure of itself. The women thereof intimidated her. Lady Eleanor, shining in white, instantly aroused in her an irrational, unchristian, acute antipathy. The week-end party thought that Maudie must be some secretarial messenger arriving with important news bearing on the host's private affairs, and it passed on through the inner and the outer halls into the big drawing-room.

"Why did you think I was ill?" asked Ralph, ignoring completely all his other guests.

"Well, I couldn't think why else you should send for me. I asked the chauffeur, but he didn't seem to know much about you. I certainly shouldn't have come if I hadn't thought you were ill."

"I wanted to see you."

"Oh, my!" she murmured involuntarily, gazing at the formidable double staircase which rose grandly bifurcating out of the main hall. She was out-faced by the splendour, and the result of her fright was that she became brusque, hostile and hedgehog-like. Ralph Furber reflected quickly.

"Which room is Miss Furber in?" he questioned the attendant butler.

"The Regency room, sir."

"Find Miss Hummel and ask her to go up there at once."

"Very good, sir."

Miss Hummel was the factotum secretary who took notes and whose entire existence was devoted to the great autocrat. He had decided that Miss Hummel and Maudie stood a chance of "getting on" together.

"Am I supposed to sleep here?" asked Maudie, in the glittering Regency bedroom to which Ralph had personally conducted her. She had never before had the opportunity of witnessing Ralph's way of life. She knew he was a millionaire. She had the sensation of having stepped somehow into the unreal pages of a novel.

"But who were all those people downstairs?"

"Oh, just a job lot here for the week-end."

"But who?"

He mentioned some names.

"Well, I'm not going down to have my tea with them folk, and so you needn't think it, Ralph Furber!"

"All right, silly! All right!" he agreed testily.

In spite of his unique and disconcerting manners, utterly provincial, she was yet sturdy enough in her mind to repudiate all "them folk" downstairs. So much so that Ralph actually felt somewhat ashamed of knowing them, and having them in his house. He felt apologetic even for the house itself. He felt that in putting on grandeur he had somehow betrayed the rugged ideals of the Five Towns.

And who had only come because she had thought he was ill!

The goods! The stuff! That was what she was, the vixen! Being a realist, he admitted to himself that if he persuaded her to go to the drawing-room and be introduced to his job lot, he should be ashamed of her—do what he would. And yet he admired the girl, confound her! Miss Hummel appeared, and, worried, he left the two young women to make acquaintance.

"Mr. Furber's compliments, and he hopes you'll begin dinner without him, as he has just had a very urgent message from town which must be attended to immediately."

Thus the butler to the assembled drawing-room when the dinner-gong had sounded.

And upstairs, in the little sitting-room which had somehow got mislaid among the bedrooms, Maudie and Miss Hummel were hovering expectantly round a table laid for two when Ralph, whom they were certainly not expecting, seemed to pounce tigerishly upon them, and at a hardly perceptible sigh from him Miss Hummel departed in search of another dinner elsewhere in the house.

"I'm going to eat up here with you," said Ralph.

"But what about the people downstairs?"

"Hang 'em! I've got to talk to you."

"D'ye always have dinner at this time?"

"Yes. Usual time."

"You know very well it isn't. And do ye always put on evening dress?"

"Well, it's evening, isn't it?"

"I don't think much of yer laundry. I could get up a starched shirt better than that myself."

"Ye think ye could?"

He winked as he examined her anew. It seemed to him that she positively had not changed. The same slimmess, the same fresh if freckled complexion, the same bright, girlish, bold, fighting and yet innocent glance. Difficult to believe that she was past thirty. How different she was from the women downstairs! He thought in his instinctive partiality for the place of his origin.

"There's something in her that the other's haven't got."

Before the parlourmaid who served them could bring the finger-bowls, he abruptly told her to go—partly because he feared that Maudie might silently and witheringly sneer at the notion of him, Ralph Furber, employing finger-bowls. He thought of the old supper in the parlour of the cottage by the municipal park.

"So ye think I ought to be 'down-right' ashamed of myself," said Ralph, quoting suddenly from her letter to him.

"Mary was most frightfully hurt and ashamed, too. . . As if you despised her. . . Too grand now to come to your own sister's wedding! . . . And crying off at the last moment, too!" Maudie's voice was hard, and the glint of her eyes was hard. None of the ladies downstairs would have dared to stand up to him as Maudie was doing. Not one! They all, whatever their lineage, kowtowed to him when it came to the point. He saw that Maudie would need handling.

"Listen here," he said, subduing his natural harshness of tone. "I sent for ye because I was very anxious for ye not to think wrong about me. I—"

"Yes," she interrupted him, in quite her old manner. "That's just like ye, that is. You think every one's at your beck and call, you do. You always did. And I'm brought all the way down here to be put in my place and made to feel small. You're a snob, and you know it, but you want to make us believe you aren't. Well, you can't do it."

Mr. Furber achieved marvels of self-control.

"Listen here." His voice sank nearly to a murmur. "I'm telling ye I really couldn't come. I've got very important interests. Very important. I sh'd doubt if you realise how important—"

"I don't care what your interests are. You haven't got any interests as important as Mary's wedding was to Mary. She expected to be married ten years ago, and she ought to have been. Run after as she was! And at last it comes off, and you were to give her away and all. And you throw her over and she has to be given away by that stupid old Kerra. (Kerra was Dinah's husband.) And it was a scandalous shame. You're the head of the family still."

CONSIGNEES.

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No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 21st January, 1933, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Asho on 20th January, 1933, at 10 a.m.

All claims against the vessel must be presented to the Underinsured before the 24th January, 1933, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

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The Steamship,

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All claims against the steamer must be presented to the Underinsured on or before the 6th February, 1933, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st January, 1933, at 10 a.m. by Messrs. Goddard & Douglas.

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even if you do have lords and ladies and things at your precious week-end parties. I suppose you'll say you gave Mary a thousand pounds for a wedding present. If I'd been her I'd have ripped the cheque in half and sent it back to you in an unstamped envelope. That I would! You're a disgusting snob. And you think everybody's afraid of you, and you can do what you like, and we shall all lick your boots. Not a bit of it, my lad! And I'll thank you to send me to the station early tomorrow, as I'm going back by train, if you please. You aren't the only independent person in the world."

At this point Mr. Furber picked up his finger-bowl and dashed it on to the carpet, water and all. He let himself go. Hammer and tongs were personified with astounding vigour in the little sitting-room. A report of the dialogue between the hammer and tongs would not be edifying, but it constituted a great scene in the finest tradition of the Five Towns. It was interlarded with the sound of the gramophone from the hall. A fox-trot. The week-end party was solacing itself for the absence of the host in a dance. Silence fell between the second cousins. Then Mr. Furber left the room. Leaving over the rail of the corridor he saw the heads of the dancers below. Lady Eleanor ran up to him and leaned over by his side.

"I know you hate me," she said in a low, poignant tone, while maintaining a rapid smile for the benefit of the upward public gaze. "I know you've done with me. But if you only knew how I—"

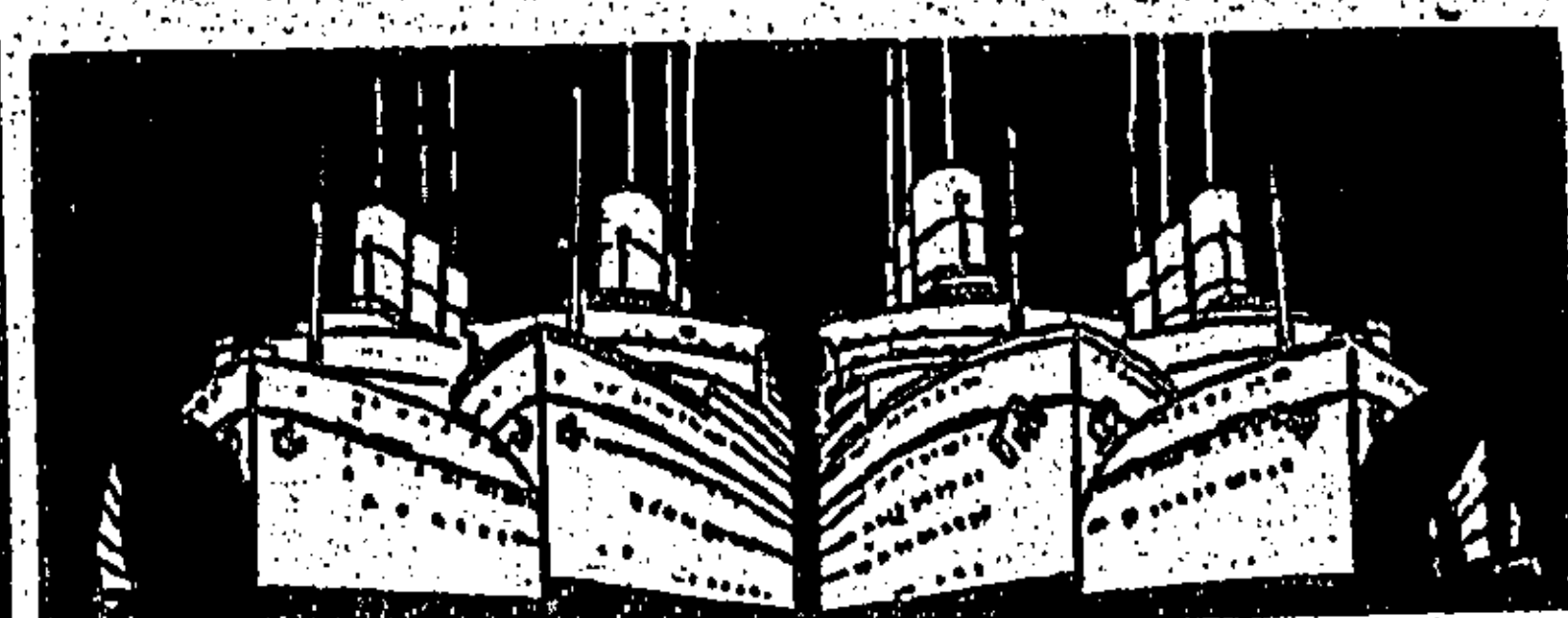
"I don't hate ye," he answered.

"I admire you for that commission idea. Business is business. Don't forget I'm a business man myself. Why shouldn't you have made a bit out of the sale of this paper?"

You shall. Go downstairs—again now."

"But I must talk to you to-night. I must explain myself. You must let me defend myself. Meet me in the kitchen at eleven. I'll slip out. I shall expect you."

(Continued on Page 17.)



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Emp. of Japan Mar. 2 Mar. 4	Mar. 7 Mar. 9	Mar. 15 Mar. 20				Mar. 3
Emp. of Asia Mar. 17 Mar. 19	Mar. 21 Mar. 23	Mar. 25				Apr. 3
Emp. of Canada Mar. 24 Mar. 26	Mar. 28 Mar. 31	Apr. 7 Apr. 12				Apr. 12
Emp. of Russia Apr. 7 Apr. 9	Apr. 11 Apr. 13	Apr. 15				Apr. 24
Emp. of Japan Apr. 21 Apr. 23	Apr. 25 Apr. 28	May 4 May 9				May 22
Emp. of Asia May 5 May 7	May 9 May 11	May 13				May 22
Emp. of Canada May 19 May 21	May 23 May 25	May 26				June 7
Emp. of Russia June 2 June 4	June 6 June 8	June 10				June 19
Emp. of Japan June 16 June 18	June 21 June 23	June 29 July 4				

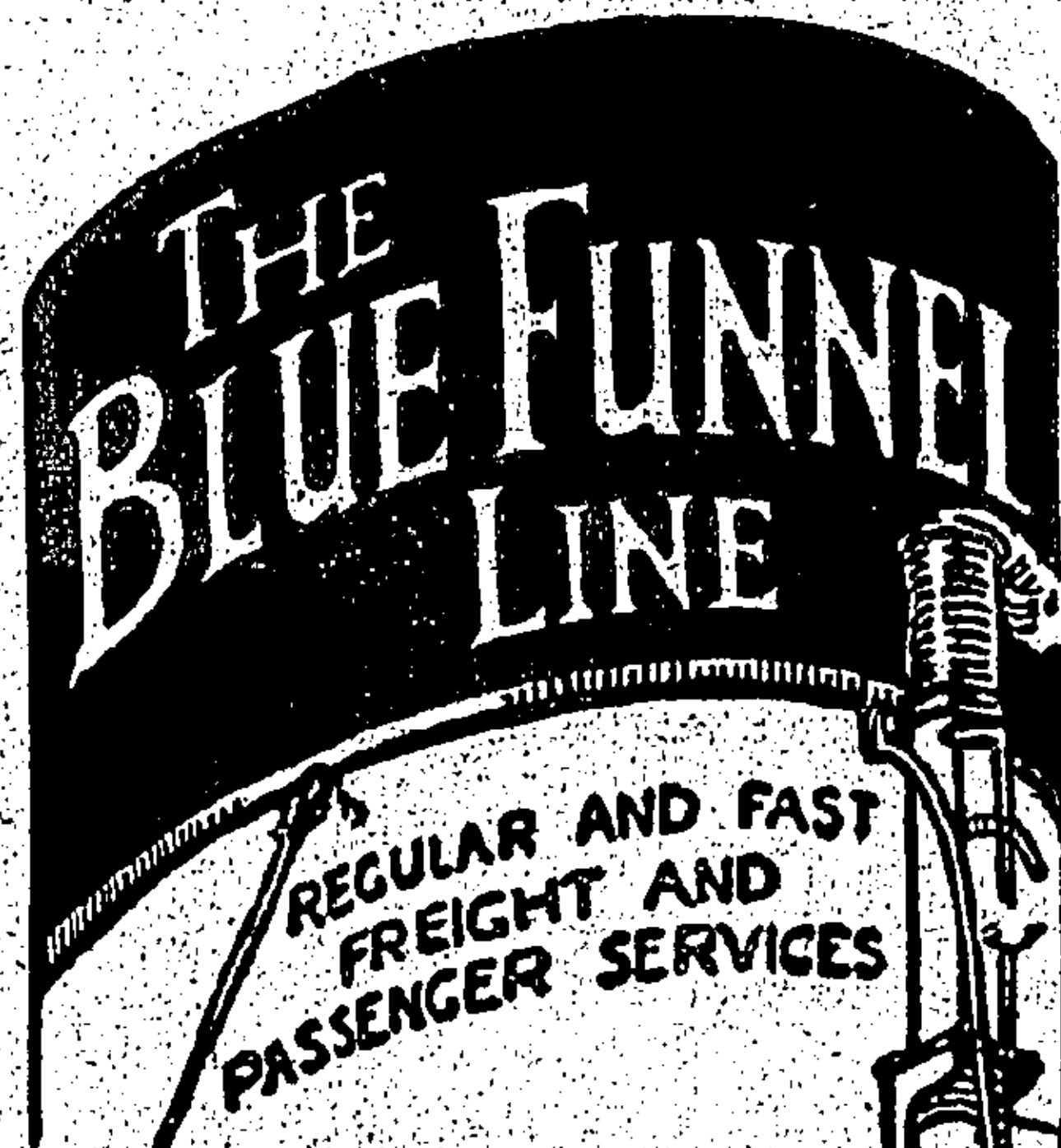
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(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manilla	Due Sydney
CHANGE	Feb. 10	Feb. 17	Feb. 20	Mar. 5
TAIPING	Mar. 10	Mar. 17	Mar. 20	Apr. 5
CHANGE	Apr. 11	Apr. 18	Apr. 21	May 7
TAIPING	May 8	May 15	May 18	June 7

AUSTRALIAN-ORIENTAL LINE, LIMITED

Butterfield & Swire, Agents, Hong Kong, Shanghai.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
1933.			
CARTHAGE	14,000	28th Jan.	Bombay, Marseilles & London.
*BURDWAN	6,100	4th Feb.	Bombay, Marseilles, Havre, London, H'burg, R'dam, A'werp & Hull.
NALDERA	16,000	11th Feb.	Bombay, Marseilles & London.
RAJPUTANA	17,000	26th Feb.	Bombay, Marseilles & London.
*SOMALI	6,800	4th Mar.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CORFU	15,000	11th Mar.	Bombay, Marseilles & London.
COMORIN	15,000	25th Mar.	Marseilles & London.
*BANGALORE	6,100	1st Apr.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	8th Apr.	Marseilles & London.
CHITRAL	15,000	22nd Apr.	Marseilles & London.
RANOH	17,000	6th May	Bombay, Marseilles & London.
CARTHAGE	14,000	20th May	Bombay, Marseilles & London.
NALDERA	16,000	3rd June	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	17th June	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca. ‡Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Rhodian Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	From Hong Kong About	Destination.
1933.			
SANTHIA	8,000	21st Jan.	Singapore, Penang & Calcutta.
TAKADA	7,000	4th Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for
1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination.
1933.			
NELLORE	7,000	1st Feb.	Manila, Rabat, Brisbane, Sydney & Melbourne.
TANDA	7,000	3rd Mar.	
NANKIN	7,000	1st Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong Kong About	Destination.
1933.			
*SOMALI	6,800	25th Jan.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	27th Jan.	Amoy, Moll, Kobe & Yokohama.
RAJPUTANA	17,000	27th Jan.	Shanghai, Kobe & Yokohama.
CORFU	15,000	10th Feb.	Shanghai, Kobe & Yokohama.
*BANGALORE	6,500	23rd Feb.	Shanghai, Kobe & Yokohama.
COMORIN	15,000	24th Feb.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	10th Mar.	Shanghai, Kobe & Yokohama.
*BHUTAN	6,000	23rd Mar.	Shanghai, Kobe & Yokohama.
CHITRAL	15,000	23rd Mar.	Shanghai, Kobe & Yokohama.
RANOH	17,000	6th Apr.	Shanghai, Kobe & Yokohama.
*SOUFAN	6,800	18th Apr.	Shanghai, Kobe & Yokohama.
NALDERA	14,000	20th Apr.	Shanghai, Kobe & Yokohama.
*BURDWAN	6,100	4th May	Shanghai, Moll, Kobe & Yokohama.
KAISAR-I-HIND	12,000	18th May	Shanghai, Moll, Kobe & Yokohama.
MANUA	11,000	1st June	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	15th June	Shanghai, Kobe & Yokohama.
RANPURA	17,000	29th June	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	13th July	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Pumps-Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Passengers measuring not more than 5 ft. 6 in. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Cornmarket Rd. C. Hong Kong. Agents.

CHANNEL PASSENGERS ORDEAL.

Ordered To Don Life
Belts After Mishap.

London.
Fifty sleeping passengers were
ordered to dress and fix
their life-belts when the
steamer Antwerp, belonging to the
London and North Eastern Railway
Company, collided off Zeebrugge
with the American steamer, Hast-
ings.

The mishap occurred in a fog,
when the Antwerp was en route to
Harwich from Antwerp.

The Antwerp sustained slight
damages, but was able to reach
Harwich eight hours behind sched-
ule.

GUNBOATS FOR SALE AT £62.

Spanish Navy's Big
Sale.

(Reuter's Special Service).

Madrid.
A gunboat can be bought for
£62, according to a list published
by the ministry of marine of
seventeen out-of-date war vessels
which are for sale. The list in-
cludes four cruisers, three torpedo
boats, two gunboats and two sub-
marines amongst smaller craft, all
of which are styled as "useless to
the Spanish Armada."

The sale is a preliminary to the
modernisation of the Spanish navy
recently announced. A minimum
price is fixed in each case, ranging
down from 550,000 pesetas (£9,000)
for a cruiser, and full details are
given of the fittings and metal of
the vessels.

NEW BLUE FUNNEL LINER.

Enquiries Made For
Motor-Ship.

Messrs. Alfred Holt and Co.,
managers of the Blue Funnel Line,
are circulating among ship-
builders in Europe an inquiry for
a new motorship which is to be
roughly a repeat of their Centaur.
This ship was built in 1924 by
Scott's Shipbuilding and Engineer-
ing Co., Ltd., with engine by Bur-
meister and Wain, and is of 3,000
gross tons and 11½ knots speed.
Final details of the new ship are
not yet settled, except that she
will be single-screw.

JAPANESE SHIPPING SUBSIDIES.

The Japanese shipping subsidies
have been increased by ¥400,000 to
¥3,647,000. The Department of
Communications originally asked
for ¥5,333,000 but the Finance De-
partment reduced the sum to ¥3,
247,000. This big cut has caused
much alarm among the shipping
companies concerned, and the De-
partment of Communications ap-
proached the Finance Department
with a request for ¥1,390,000 more,
of which the latter has accepted
¥400,000.

STEAMER MOVEMENTS.

The R.M.S. Empress of Russia
arrived at Nagasaki on January 15
(Sun.) at 6 a.m., left Nagasaki on
January 16 (Sun.) at 12.30 p.m.,
and was due at Shanghai yesterday
at 4 p.m. She left for Hong
Kong and Manila yesterday at
midnight.

CONSIGNEES' NOTICE.

Consignees of cargo ex m.v. Jut-
landia are reminded to take de-
livery of their goods which will
be subject to rent after January
21.

HONG KONG TIDES.

Time Meridian 120 deg. E. (Zone-
8); noon is midnight, 12h. is noon.
Heights are referred to the datum of
the largest scale Admiralty chart of
the place and should be added to
depths, unless preceded by an asterisk
(*) when they should be subtracted.

January 17 to 23 1933.

Date	High Water	Low Water	Standard Ht.
Jan. 17	00 02 73	07 20 15	
Tues. 18	00 02 73	07 20 15	
Wed. 19	00 02 73	07 20 15	
Thurs. 20	00 02 73	07 20 15	
Fri. 21	00 02 73	07 20 15	
Sat. 22	00 02 73	07 20 15	
Sun. 23	00 02 73	07 20 15	
Mon. 24	00 02 73	07 20 15	

POST OFFICE NOTICE.

INWARD MAILS.

TUESDAY, JANUARY 17.	
Shanghai and Swatow	Kwangtung
Straits	Trollius
Shanghai	D'Artagnan
Shanghai	Patroclus
WEDNESDAY, JANUARY 18.	
Calcutta and Straits	Hosang
Salga	Andre Lebon
THURSDAY, JANUARY 19.	
Australia and Manila	Kitano Maru
Japan, Shanghai and Europe via Siberia	
(London, Dec. 24)	Yasukuni Maru
Canada, U.S.A., Japan and Shanghai (Van-	
couver, B.C., December 31, 1932)	Emp. of Russia
FRIDAY, JANUARY 20.	
Straits	Ajax
Manila	Pres. Cleveland
Japan	Kamo Maru
Japan	Santhia
U.S.A., Honolulu, Japan and Shanghai (San	
Francisco, 23rd December 1932)	Pres. Garfield
SATURDAY, JANUARY 21.	
Straits	Fushimi Maru
SUNDAY, JANUARY 22.	
Japan and Shanghai	Chichibu Maru
MONDAY, JANUARY 23.	
U.S.A., Honolulu, Japan and Shanghai (San	
Francisco, December 30)	Pres. Hoover

OUTWARD MAILS.

TUESDAY, JANUARY 17.	
Fort Bayard, Hoihow, Pakhoi and	
Haiphong	Tonkin 1 p.m.
Bangkok	Gustav Diederichsen 1 p.m.
Letters for "Saigon-Marseilles	
Air Mail Service"	D'Artagnan
K.P.O.	
Reg. Jan. 17, Noon.	Registrations 12.30 p.m.
Letters Noon.	Letters 1 p.m.
Saigon, Ceylon, India, Mauritius,	
East and South Africa, Egypt	
and Europe via Marseilles	D'Artagnan
	(Due Marseilles, February 17).
K.P.O.	
Reg. Jan. 17, 1 p.m.	Registrations Jan. 18, 1.45 p.m.
Letters 1 p.m.	Letters 2.30 p.m.
Shanghai, Japan, Honolulu, U.S.A.,	
*Canada, Central and South	
America and Europe via San	
Francisco and Europe via	
Siberia	President Wilson
	(Due San Francisco, 7, February).
	Parcels 3 p.m.
	Registrations 4.15 p.m.
	Letters 5 p.m.
	Apsey 4.30 p.m.
	Norviken 5 p.m.
WEDNESDAY, JANUARY 18.	
Bangkok via Swatow	
Straits, Ceylon, India, Mauritius,	
East and South Africa, Egypt	
and Europe via Marseilles	Patroclus
	(Due Marseilles, February 16).
K.P.O.	
Reg. Jan. 18, 1 p.m.	Registrations 1.45 p.m.
Letters 1 p.m.	Letters 2.30 p.m.
Shanghai	Andre Lebon 2 p.m.
Amoy	Tainan 3.30 p.m.
THURSDAY, JANUARY 19.	
Amoy	Hosang 5 p.m.
FRIDAY, JANUARY 20.	
Japan	Kitano Maru 9.30 a.m.

*Superscribed Correspondence only.

UNCLAIMED TELEGRAMS.

The following unclaimed tele-
grams are lying at the Eastern Ex-
tension Telegraph Co.'s office:—

Anne Higgins, Hong Kong Hotel,
from Shanghai.

South China Trading Co., 2nd
Floor, China Building, from Ant-
werp.

J. Barry, Peninsula Hotel, Kow-
loon, from Sydney.

Madam Gauchet-Paquebot, Trier,
from Paris.

Graver, Drainage Office, from
Chulmleigh.

Sheeps, Kamo Maru, c/o N.Y.K.,
from Sydney.

Petres, from Birmingham.

Richard-Johnson, B. & S., from
London.

Edwin Tait, Manila Shows, Mr.
Thomas A. Randell, c/o Peninsula
Hotel, Room 408, from Calcutta.

Muriel Paterson, Peninsular
Hotel, from London.

James Gaston De Martin, from
Abbottabad.

Coull, Shanghai Banking Cor-
poration, from Salisbury, Rhodesia.

Cooper & Co., 17, Queen's Road
Central, from Bombay.

Hunter, Yule, Peninsular Hotel,
from Bombay.

Schroeder, Peninsular Hotel, from
Shanghai.

Beghira, from London.

G. C. CLARKE,
Manager.
Hong Kong, January 13, 1933.

The following unclaimed tele-
gram are lying at the office of
the Great Northern Telegraph
Company (Limited) of Den-
mark:

Zakka, from Kobe.

Elohanlin, from Goteborg.

F. V. JENSEN,
Superintendent.
Hong Kong, January 11, 1933.

THE LIMITS OF DOMINION.

(Continued from Page 10.)

She glided down the stairs. He
watched her. She was indeed
highly ornamental. What an
ornament for a rich man's home!
How intensely feminine.

"She's got me," he reflected.

"She was going to make a commis-
sion out of me. And I've forgiven
her, and she's got me. Kiosk, eh!"

It was a relief to him to admit
to himself that he was at last
caught.

"Anyhow she adores me."

His ear caught a strange sound.

It came along the corridor as from
a distance. It reminded him of
the distant, gigantic breathing of
the great blast furnaces over at
Cauldron in the Five Towns. Only
it was very, very faint. He went
towards it. It came from the little
sitting-room. It was Maudie sob-
bing with singular regularity. Her
auburn head lay on the table and
her arms round it amid the debris
of the meal. He shut the door and
approached the auburn head an-
xiously, hoping that he alone had
heard the sound. "This is the
second woman I've reduced to tears
to-day," he thought grimly. He
bent over Maudie. She ceased to
cry. Her eyes glistened wet.

"Here, listen here!" he said. "I
was wrong not to go to that dash-
ing wedding. But you've been say-
ing a lot of very wicked things.
And you know you have. Very un-
just. But you can't control yourself.
Never could. And why aren't you
married, I should like to know?"

"Follows are afraid of you."

"But I'm not. I'm not. At least I
don't think I am."

She smiled pitifully.

"Now why am I kissing her?" he
asked himself as he kissed her.

president liners

Sail 1,501,000 miles every year

Weekly Sailings Transpacific

TO SAN FRANCISCO, LOS
ANGELES & NEW YORK

via PANAMA.

TO SEATTLE

and
VICTORIA.

Fortnightly sailings on Wednesdays. Fortnightly sailings on Saturdays

Pres. Wilson	Jan. 18, 1 a.m.	Pres. Cleveland	Jan. 21, 1 a.m.
Pres. Hoover	Feb. 1	Pres. Taft	Feb. 4
Pres. Jackson	Feb. 15	Pres. Jefferson	Feb. 18
Pres. McKinley	Mar. 1	Pres. Madison	Mar. 4

ROUND TRIP FARES TO EUROPE & AMERICA.

Special through rates to Europe via United States. Direct
connections with all Atlantic lines. Choice of rail lines
across United States and Canada. Liberal stop-over privi-
leges for sight-seeing. Full particulars upon application.

fortnightly via Suez to Europe & America

Fortnightly sailings on Saturdays via Manila, Straits,
Colombo, Bombay, Suez Canal, Alexandria, Naples,
Genoa, Marseilles, New York and Boston.

Pres. Garfield	Jan. 21	Pres. Adams	Feb. 18
Pres. Polk	Feb. 4	Pres. Harrison	Mar. 4

TO MANILA

Next Sailing, Pres. Garfield, Jan. 21, 8 a.m.

Pres. Hoover	Jan. 24	Pres. Adams	Feb. 18
Pres. Taft	Jan. 28	Pres. McKinley	Feb. 21
Pres. Polk	Feb. 4	Pres. Madison	Feb. 25
Pres. Jackson	Feb. 7	Pres. Harrison	Mar. 4
Pres. Jefferson	Feb. 11	Pres. Grant	Mar. 7

CONNECTING WITH S.S. MAYON TO CEBU, ILOILO,
ZAMBOANGA.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

CANTON BRANCH—No. 4, Shaker Street.

BARBER WILHELMSEN LINE EXPRESS SERVICE TO NEW YORK

via
SAN FRANCISCO—LOS ANGELES
PANAMA.

Next Sailing
M.V. "TAI SHAN"
on JANUARY 17th.

All Vessels Have Excellent Accommodation
for 12 Passengers.

	Time in Transit	Fares
Hong Kong to San Francisco	25 days	G\$190.00
Hong Kong to Los Angeles	28 "	G\$195.00
Hong Kong to New York	42 "	G\$310.00

For Passenger and Freight and information please apply—

DODWELL & CO., LTD
Queen's Buildings. Agents. Telephone 23021.

KAIPING COAL

FOR HOME, FACTORY & POWER HOUSE.



For Prices Apply to
THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hong Kong.

ADVERTISE

IN THE

1933 DOLLAR DIRECTORY

Thousands Buy And Use This Handy Little Directory.

Advertise in the next issue and obtain results.

Hong Kong Dollar Directory Co.

Phone 20022 And Our Advertising Manager will be Pleased to Call.

The China Mail

EIGHTY-EIGHTH YEAR OF PUBLICATION

HONG KONG, TUESDAY, JANUARY 17, 1933.

THE GREAT CHINA TREASURE.

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IF You require JADE, JEWELLERY, DIAMONDS, PEARLS, CURIOS, IVORY, GOLD or SILVER WARE come to us, as we are the biggest dealers and our stocks are the best in Hong Kong.

A Trial is solicited.

54A, Queen's Road C.

Tel. 27684.

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華
公
司
鑽
石
玉
器

KING'S THEATRE

HONGKONG'S FINEST CINEMA

LAST TWO DAYS
AT 2.30, 5.10, 7.15 & 9.30 P.M.

NEXT CHANGE
THURSDAY, 19th JAN.

LAUGHS



As long as Durante's
Schnozzel Plus
Cathy Cohan Songs
and Typical Colbert
Romance!

THE PHANTOM PRESIDENT

WITH
GEORGE M. COHAN
CLAUDETTE COLBERT
JIMMY DURANTE
A Paramount Picture

The boy friend of
"SAD GIRL" is
here again.



SOB SISTER

with
JAMES DUNN
Linda WATKINS

He's Squabbling Again
With The Girl He Adores

A FOX PICTURE
Directed by ALFRED SANTILL

ST. PAUL'S FIRE PRECAUTIONS.

Water Jet Can Reach The Gold Cross.

Commander A. N. G. Firebrace, of the London Fire Brigade, described, at the Royal Society of Arts, London, recently, methods by which architects could lessen fire risks.

St. Paul's Cathedral, Commander Firebrace stated, was equipped with one of six "dry risers" in London—a length of four-inch steel piping, normally empty, but through which water can be pumped by the fire-brigade.

The installation in the Cathedral, a representative of the Morning Post was informed, rises up the shaft, leading to the Listening Gallery and can send streams of water as high as the Gold Cross. Once a year, the dry riser is tested and a lofty jet of water projected in full view of Ludgatehill.

Saving Time.
"To run a line of hose up a hundred feet of stairs takes some minutes," Commander Firebrace added. "Dry risers are tremendous time-savers, and a second advantage is that they neither burst nor kink. The same cannot be said of fire-brigade hose."

Commander Firebrace also described a new method of rescue, which the London Fire Brigade will try out. This is the use of a turn-

United States Pessimistic

(Continued from Page 1.)

After a preliminary examination he is being transferred to Chang-chun for trial on a charge of treason.—Reuter.

British Arms Exports.

JAPAN BUYS 860 MACHINE-GUNS.

Ammunition Figures For China.

Statistics showing the extent of British armament exports to the Far East are quoted by the Union of Democratic Control.

They quote Board of Trade returns to show that between August 1931 and October 1932, British firms exported:

To China:
2,720,000 machine-gun and pistol cartridges,
74 machine guns,
Supplies of aircraft bombs and rifles.

To Japan:
8,954,000 machine gun cartridges,
860 machine-guns,
Supplies of spare parts.

table as a crane. The proposal is that the person to be rescued should be "slung" by a fireman, the rope passed over a ladder outside, and the ladder trained back clear of the building, when the rescued person would be lowered.

Japan bought 290 machine-guns with spare parts, and 235,000 cartridges from British firms during October.

Arms are exported with the consent of the War Office, the Air Ministry, the Admiralty and the Foreign Office, who have to issue licences of endorsement for each consignment before it can leave the country.

Statistics from League of Nations sources indicate that armament firms in Belgium, France and Germany have also exported arms to the Far East.—Reuter.

BRITISH COAL FOR SPAIN.

8,000 Tons For Important Naval Base.

Madrid.
Eight thousand tons of British coal are to be ordered from Cardiff for the use of Spain's most important naval bases, Ferrol, Caragena and La Carraca, according to the ministerial decree just published.

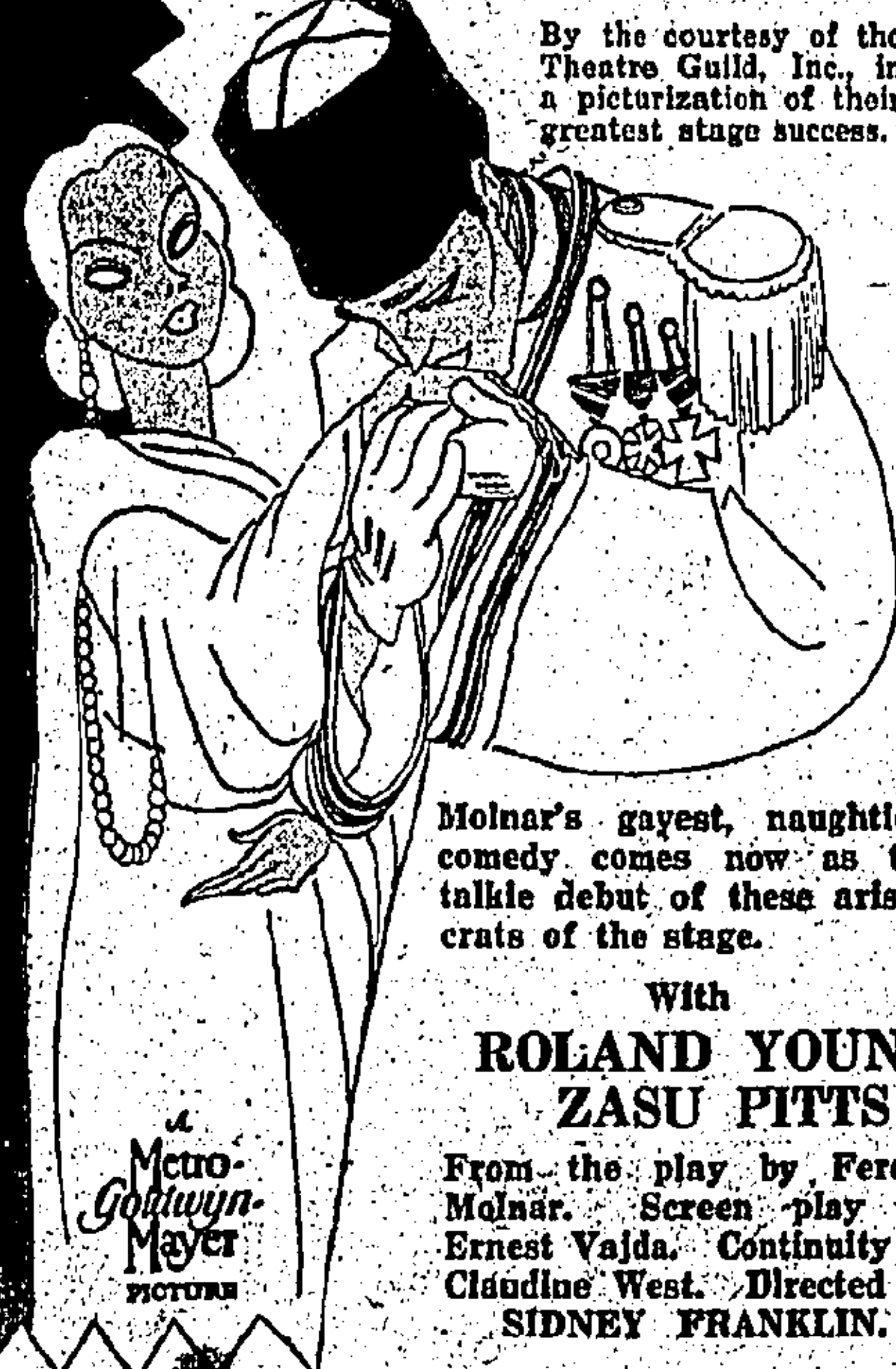
This step should prove an additional reassurance to British mine-owners, whose fear lest a quota be imposed on British coal, was removed by the energetic action of his Majesty's Government.—Reuter.

QUEEN'S THEATRE

TO-DAY & TO-MORROW AT 2.30, 5.10, 7.15 & 9.20

ALFRED LUNT and LYNN FONTANNE

By the courtesy of the Theatre Guild, Inc., in a picturization of their greatest stage success.



Molnar's gayest, naughtiest comedy comes now as the talkie debut of these aristocrats of the stage.

With
ROLAND YOUNG
ZASU PITTS

From the play by Ferenc Molnar. Screen-play by Ernest Vajda. Continuity by Claudine West. Directed by SIDNEY FRANKLIN.

The Guardsman

SPECIAL ADDED ATTRACTION
THE COLOURTONE REVUE
"The DEVIL'S CABARET."

A PINNACLE of THRILLS!

—piercing the sky with a thousand dreams of love, luxury, intrigue!



with the new idol of the screen
WARREN WILLIAM
and Maureen O'Sullivan, Gregory Ratoff, Anita Page, Verree Teasdale, Norman Foster, George Barbier, Jean Hersholt.

AT THE STAR

TO-DAY & TO-MORROW
AT 2.30, 5.20, 7.20 & 9.20.

BRITAIN'S BEST DRAMA
"THE OUTSIDER"

ORIENTAL THEATRE

LAST 4 TIMES TO-DAY



TO-MORROW-THURSDAY-FRIDAY-SATURDAY

FRANK BUCK'S
BRING 'EM
BACK ALIVE

CAPTURED ALL PRIZES FOR
HAIR-LIFTING EXCITEMENT!
Wild Buffaloes, Tigers, Leopards,
Panthers, Crocodiles, enormous
Snakes, Elephants, all in the fiercest
jungle fights your eyes ever
behold!

EVERY THRILL IS REAL!

MAJESTIC

TO-DAY ONLY AT 2.30, 5.20, 7.20 & 9.20 P.M.



"THIS IS THE NIGHT"

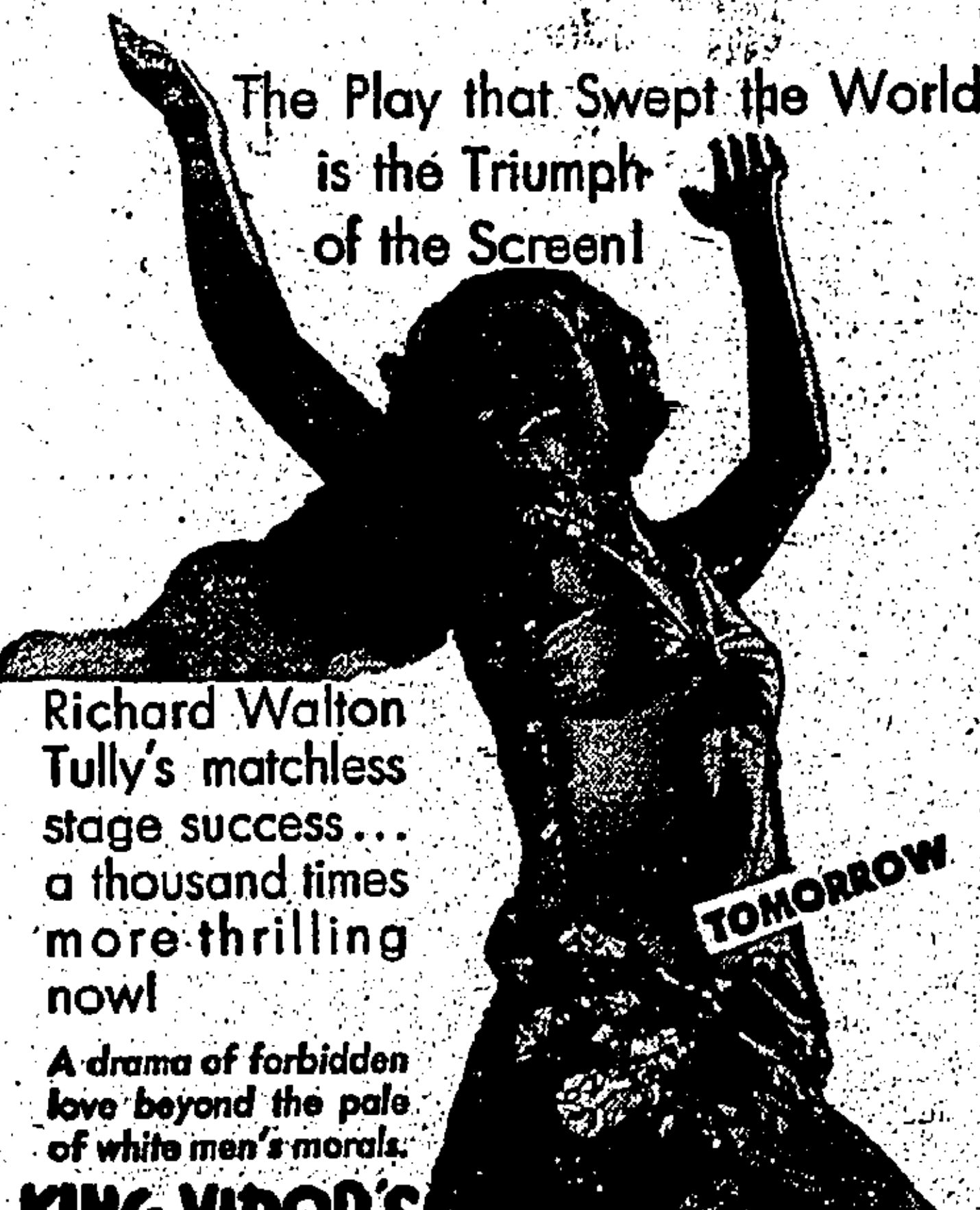
A Paramount Picture

LILY DAMITA
CHARLIE RUGGLES
ROLAND YOUNG
CARY GRANT
THELMA TODD

CENTRAL THEATRE

SHOWING
TO-DAY
2.30, 5.15
7.15 & 9.30.

ADVANCE
BOOKING
AT
ANDERSON'S.



Richard Walton
Tully's matchless
stage success...
a thousand times
more thrilling
now!

A drama of forbidden
love beyond the pale
of white men's morals.

KING VIDOR'S

BIRD OF PARADISE

NEXT CHANGE

A SIMPLE MAID
A HANDSOME MAN



Paul
LUKAS
Sidney
FOX

Lewis
STONE
From the
Brook
Pemberton
Stage hit
Directed
By
John
STAHL

STRICTLY
DISHONORABLE

A Real Home-Remedy



for every family is Bayer's
ASPIRIN. In headache, tooth-
ache, earache, neuralgia,
influenza, rheumatism, and
fever it brings quick and
certain relief. Always, there-
fore, keep a tube of the
Original Bayer's
ASPIRIN Tablets
in the house.

